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RAILROAD MODEL CRAFTSMAN

JUNE 1957

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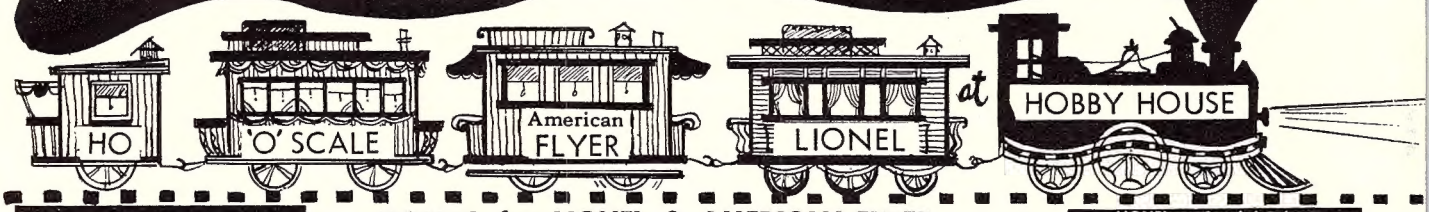

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for JUNE 1957

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THE COVER

Our Little People are rushing to rerail a husky K-4 Pacific blocking the main line and it looks like they've really got a job lined up for them.

SAFETY VALVE

Couplers? Couplers?

We've long since solved the coupler problem here in Hazleton and now we have a brand new solution to the uncoupler problem. This one never fails.

A. V. "Doc" Anderson
Hazleton, Pa.

That's Doc at the left, Stan Oswanski holding the uncouplers, and Susie sitting on the track. Kittens, by the way, like to ride carefully controlled O gage gondola cars. Ed.

North Coast Limited

The April RMC stated that "Gilbert is putting out the Northern Pacific's Empire Builder." The Builder runs on the Great Northern, not the Northern Pacific. You must have meant the N. P.'s North Coast Limited.

I enjoyed your report on the Chicago Hobby Show. The article on the MEW 44 ton switcher was also very good.

Walter Appel
East Orange, N. J.

Right, we meant the North Coast Limited. Thanks also to Art Siemering in Omaha, and several other readers who spotted this one. Ed.

S Gage

Here's hoping that the new look in RMC will extend a helping hand to the kids who have S gage.

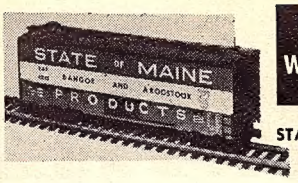
G. F. Borders, Sr.
Flora, Illinois

We've been printing more S gage matcrial lately than in years. You might not have noticed that Jim Corrick's series is based on the construction of an S gage box car. Ed.

This One Knows

The intricate detailing and planning, together with the backbreaking hours utilized by the avid scratchbuilder may often go unnoticed by those who do not appreciate the wherefores of modeling, yet these same uninitiated may go all agog on a cleverly laid out factory-built piece on a tinplate road. My own system for instance. The Southern New England was originally an S gage tinplate pike, yet with planning I have gradually achieved the illusion which the purists strive for. Yet I know, from the education received in going through the pages of RMC that further changes can be accomplished for greater realism.

At present the SNE has completed the conversion to hi-rail. A Pacific loco is now in the shops undergoing exten-



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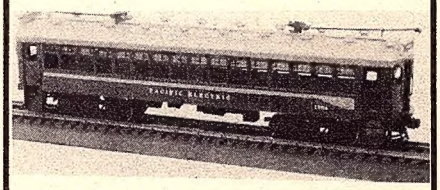

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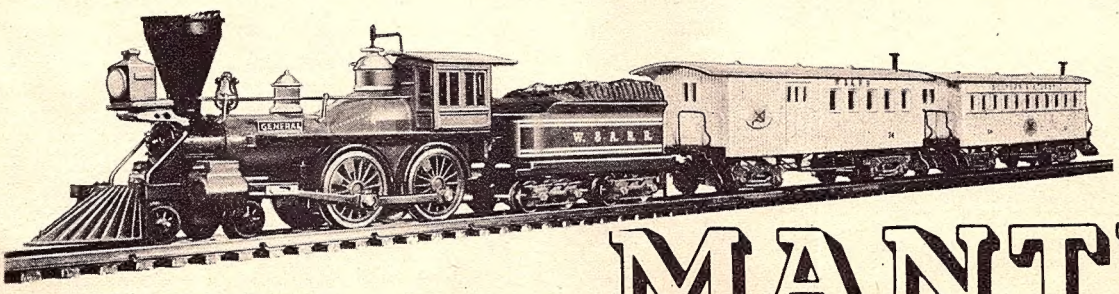

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WP, RI, NP, NYC
Conay Lt. Trolley 12.00; R-T-R —— 15.00
IRR Trolley, R-T-R Only —— 17.50
PCC Trolley, R-T-R Only —— 15.00
Centipede Tender (4W), NYC —— 10.00
Shorty Vanderbilt Oil Tender —— 5.50
So. Shore Elect. 12.50; R-T-R —— 17.95
018 Electric —— 17.50; R-T-R —— 22.50
F-7 A&B —— 27.95; R-T-R —— 33.50
PRR, NYC, SP, UP, Erie, GN, CRRNJ
F-7 A&B —— 27.95; R-T-R —— 33.50
PRR, SF, SP, NYC, Erie, GN
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NEW 44 Ton Diesel —— 19.95
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El Capitan; Grand Canyon; Scout Chief; Super Chief; ACL; C&O; C&EI; C &NW; CN; CP; Erie; FEC; GM&O; GN; IC; DL&W; NP; Monon; NYNH&H; PM; RI; SAL; SP; UP.
40' SPECIAL BOX CARS —— ea. 2.95
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Col. Midland Wood Box —— 2.75
Overland Despatch Wood Box —— 2.75
D & RGW Wood Stock Car —— 3.10
M.P. & A.T.&S.F. Wood Stock Box Cars: NH, Rutland B&M, or M & St L —— ea. 3.35
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80' Astrodome or Observ. —— 5.95
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Observation Car —— 3.50
$2.95 ea. (Silver Sides) NYC: Postal, Diner, Baggage, Bag. & Coach, Lounge, Coach, PA: Baggage, Bag. & Coach, Coach, Modern Coach. 12 Sec. Pullman. N&W: Coach, Bag. & Coach.
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Finished: Coach 1.79 Observ. 1.99
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COVERED HOPPERS —ea. 2.35
Monon; NY; NH; Piate; Pa; Del & Hud.
HOPPER CARS —ea. 2.35
Va; Pa; Burl; SP; C & El; C of Ga.
GONDOLA CARS —ea. 1.90
Pa; SP; D&RG; Mich; EJ&E

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14°, 28°, 45°, 60°, 90° —— ea. 3.95
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Straight —— 3 Ft.—.45 —— .33
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Switch Blocks, Any Size —— .65 —— .45
X-over Bloc, Any Size —— .85 —— .55
CATTLE CHUTES
14° Radius —— 1.90 —— 1.45
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30° Radius —— 3.90 —— 2.95
32° Radius —— 4.15 —— 3.15
34° Radius —— 4.40 —— 3.35
36° Radius —— 4.65 —— 3.55
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Curvable Track, 3 Ft. Section —— .75
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Plastic Insul. Rail Joiners 12 —— .15
Cork Roadbed or Switch Blocks ea. .35
Tie Strip —— 25 Ft. —— 1.50
Switch Tie Strip —10 Ft. —— 2.00
Double Tie Strip —10 Ft. —— 2.50
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Snap-Track—Straight 9" Sections, or Curved (15", 18" or 22" Rad.) ea. 25
Auto. Snap Switch R.H. or LH 4.50
Manual Snap Switch RH or LH 2.95
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90° Snap-Crossing —— 2.25
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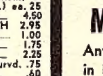

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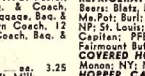
Positive spring toggle action. A real "buy" at this low price! 98¢



4 for $1.00
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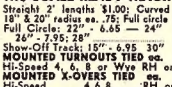

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SPST —29c
DPDT center off —98c

AHC CORK SWITCH BLOCKS for No. 4 or 6 switches (LH or RH). Extra wide to fit switches with built-in switch machines. Reg. 35c 30c

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SP-DT mom. (1 hole mounting)— 1.25

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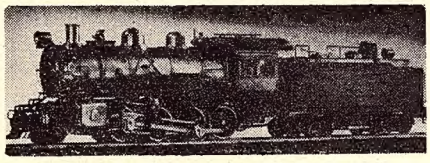

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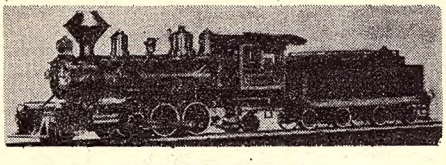

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sive detailing and conversion. When it comes out of the shops, it won't look like every other store bought locomotive.

Charles B. Kushner
Providence, R. I.

At this stage, Charlie Kushner's pike is no more tinplate than that of any HO layout using RTR equipment, and he's got the additional satisfaction of having real knuckle couplers on his cars. S gage has plenty of possibilities, including some excellent craftsman type kits which unfortunately are not as readily available as most HO merchandise but can be obtained by your dealer. Ed.

Solder Suggestion

Just an opinion. Haven't too many years modeling experience but have been around long enough to know that experience is a must for good results. In the April issue Trouble Shooting column there is a question on the use of soldering pencils. The statement was made that they are too small. For many jobs I think this is only too true but in modeling there are also many jobs in which you want less heat and a less bulky iron.

I've found that a Lenk 15 ma. No. 251 small pencil iron is out of this world for many modeling jobs. Its small size lets it get into small places quickly. It heats quick and cools quick. For example, I made a tell take out of small copper wire and on the ends soldered four links of very small chain as a flexible insertion so that the wires would hang straight.

This small type of iron is also ideal for electrical wire such as on toggle switches. I have about eight different electric irons and this is the one I use the most. Naturally, there are jobs which it just can't handle and then I use a larger iron.

I have a favorite solder, too. Its a 60/40 wire type and only about 1/16 inch thick. I get this from William Dixon Inc., 32 East Kinney St., Newark, N. J. This is a jewelry supply house and they stock many hard to get and very useful items for the hobbyist which normally can't be had elsewhere. Their catalog is $2.00 and worth it.

Oftentimes, modelers are called upon to solder seams closed. The job is easy when you use the wire solder, letting it melt along the top of the iron and flow naturally right into the job being soldered. You can't dab it on and expect good results.

Incidently, my working bench main stay is a piece of pine cut accurately about a foot square. Makes it easy to cut model wood on when using a try square against its edge. Try it.

P. H.
Nazareth, Pa.

We Is Right, You Is Wrong

Although I enjoy your magazine very much and have for a long time, I couldn't resist commenting on what looks like a sizeable boo-boo.

Page 16 of the April issues's Dispatcher's Report says, "Plenty of prewar Gilbert HO Hudsons AC powered still floating around . . . try installing a rectifier in the tender."

A rectifier to convert power pack D. C. to A. C. for the loco motor? Are you kidding?

Dave Joseph
Vestal, N. Y.

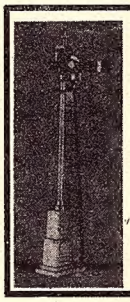
You've got it backwards. The rectifier, bridge-rectifier we should have said, is used to convert the A. C. motor to D. C. The bridge-rectifier acts as a reversing switch, allowing the polarized D. C. to flow through in either one direction or the other, depending on the direction in which power pack switch is set at the control panel. It is essential that the current rating of the bridge-rectifier be equal to that of the motor, to prevent overheating and possible burnouts. Ed.

Degree Of Scale

Four years ago I retired from the Army and about a year later got interested in HO gage railroading. For two years I read the magazine and built cars and engines. Last fall, I started the Crooked & Ornery and now have it rigged for multiple operational control that can be handled by four men.

But, my main point in writing is this. Who are all the self appointed, self expressed experts who criticize in print and verbally someone elses pride and joy? It seems to me if they would spend less time in digging the flaws out of their own layouts and less time razzing the other fellow's efforts, that the hobby would be better off.

Some people consider me a perfectionist, but I know that my own layout has a number of items not



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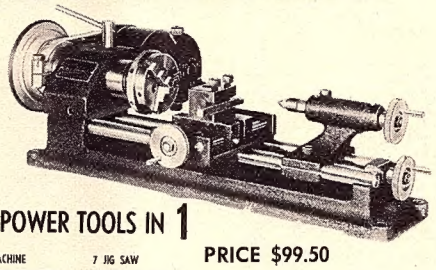

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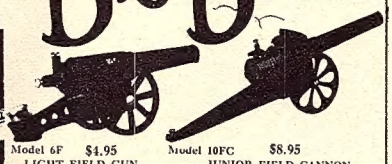

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strictly prototype or scale, but to the experts, I say I don't give a darn what they think; I like it and that is exactly what I expect my hobby to give me. So, now I got it off my chest.

Gordon S. Anderson
Seneca Falls, N. Y.

Yeh, there are a lot of modelers who like to pick splinters out of the other fellow's eye when they've got something bigger in their own. But as long as your road runs and their own streak of rust just accumulates more dust and junk, who has the last laugh? Ed.

O Gage Budd Cars

There may be quite a few model rails who would like to use the new Lionel RDC-1 Budd car on their pikes but will not do so because of the blocked off end windows.

It is a very simple matter to drill out the rivets that hold the two plates from the inside, and then cut off ¾ inch from the top of each plate with a shear or saw. Bolt this back on with 3/48 brass machine screws which later are painted silver. These plates must be on as they hold the superstructure to the frame. This clears all the windows on each end.

The next step is to install a partition inside the car at both ends so as to form the vestibules and engineers compartments and at the same time hide the motor and lights. This is made from sheet brass, or even card stock, and bolting it to the lugs found on each light base with holes already drilled. This places the partition forward of each light and forms the engineers compartment and should be only high enough so that the lamps can shine over the tops for the headlights. Partitions should be painted silver on each forward side.

Colber standing mechanic figures were mounted on the right side at each end window by drilling 0-80 holes in the car floor with a No. 56 drill and tapping and using a No. 51 clearance drill in the base of the figure. An 0-80 x ⅛ round head brass screw is fine for this.

The car has three lights: one in each end and one in the center. These are much too bright and can be toned by giving all lamps a light coat of blue ink. You could also try using Jen-Dip, a solution used to tone photo flash bulbs blue, and which is sold through camera stores.

The car can be relettered with decals. Champ Decals are available for streamline cars and the blue lettering is an almost exact match for the blue numbers and RDC lettering on the car. No attempt should be made to remove the lettering from the car as the plastic is white underneath. Silver paint covers nicely and looks fine if neatly done.

The car is short of scale but two cars can be welded together with some effort. Such a car would be just about perfect in length and appearance. Car detail, tanks, and trucks are very good. To convert to outside third rail operation would be very simple.

After my simple conversion, the car fits in well with my semi-scale layout, is smooth in operation and tracks well.

I had the thought after I converted the car that perhaps the above information would be of some use to others and so I pass it along.

Harry B. Maurer
Ronks, Pa.

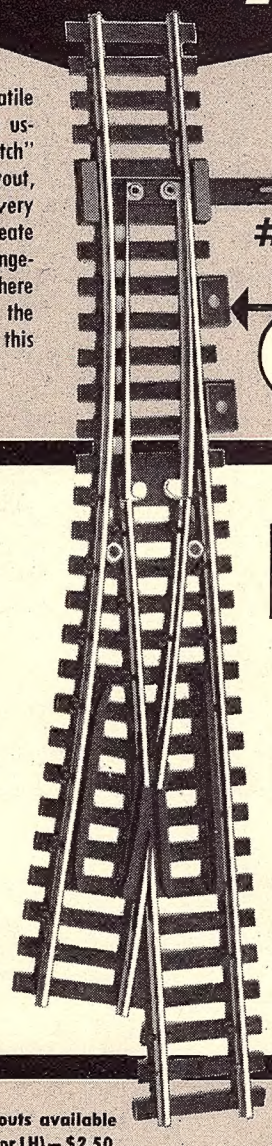
Lionel has a new RDC-4 out for this coming season and the above procedures will still apply. Ed.

so many uses

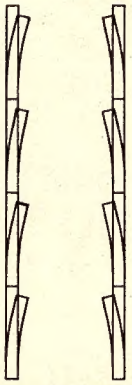
for the new ATLAS Custom-Line #4 TURNOUT

Here's a truly versatile track product! Besides using it for all the "switch" set-ups on your layout, you can also use the very same turnout to create many other track arrangements. We've shown here a few examples of the great flexibility of this turnout.

MOUNT SWITCH MACHINE HERE
Manual — 60c; Remote — $1.75



LADDERS



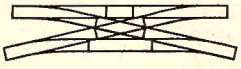
Simply place several #4 Custom-Line Turnouts end to end as shown. Turnout track will be on 2" centers.

SINGLE CROSSOVER

Merely place two same #4 Custom-Line Turnouts (either right or left hand) back to back, as shown. Resulting crossover will be on 2" track centers.

DOUBLE CROSSOVER

It's a cinch! Just place four #4 Custom-Line Turnouts (2 left and 2 right hand) together with a #4 Custom-Line 25° Crossing and 2½" or 6" Snap-Track sections.



Atlas "Custom-Line" Turnouts available in Wye, #4 or #6 (RH or LH)—$2.50

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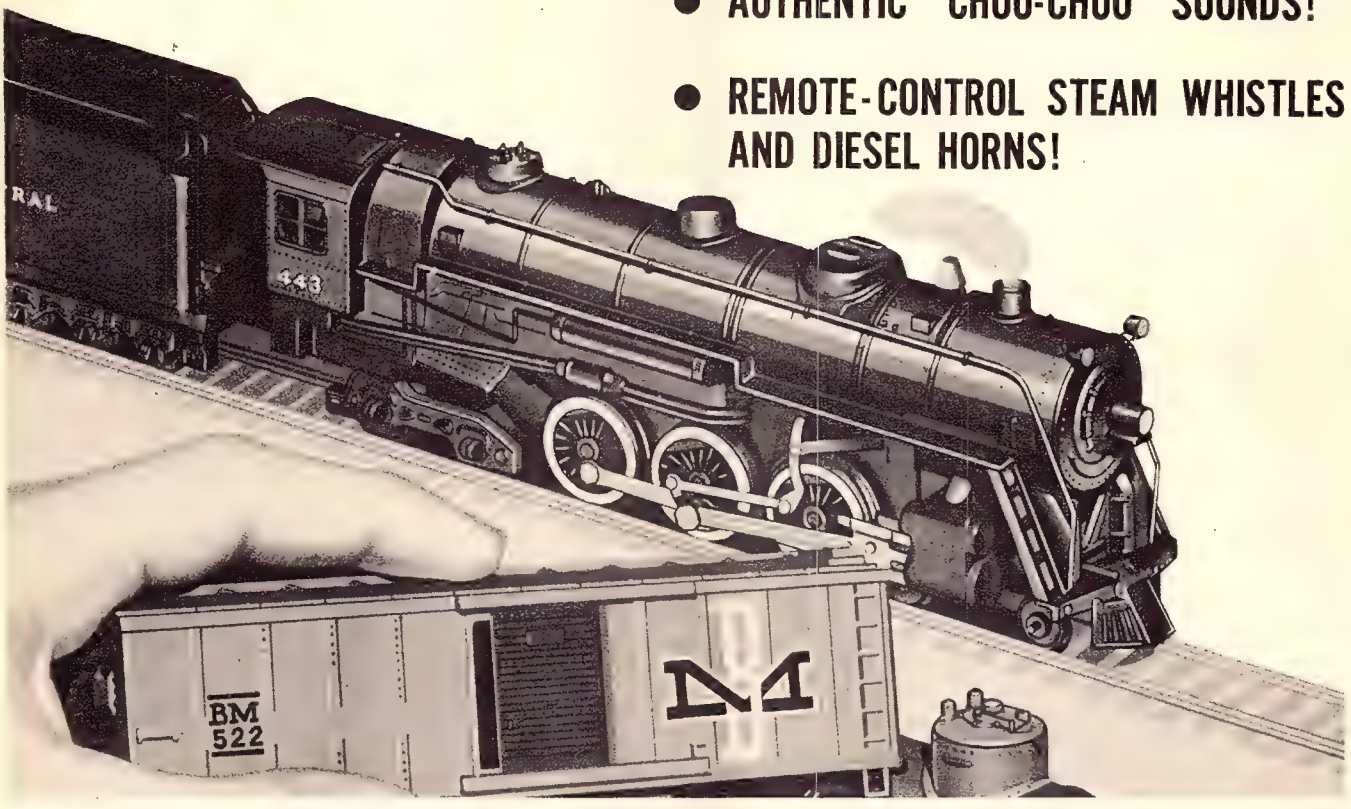

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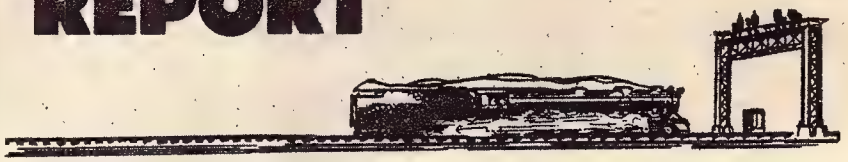
DISPATCHER'S REPORT



NEWS ABOUT MODEL RAILROADING

JUNE is busting out all over with HO ready-to-run train set news, which is as it should be in view of the big trade show in New York which is getting to be known as **the** model railroad show . . . **Louis Marx** will release a Hudson locomotive and an Electro Motive A unit diesel this fall plus about five different freight cars. The Hudson is expected to be cast in metal, probably zamac, but with a plastic tender. NMRA-X2f couplers are also expected to be used. Marx has traditionally aimed his products at the mass toy market in the low priced range, although he recently has had some medium priced sets.

Also, at press time, some distributers have received word that **Lionel** will break into the HO field this year with ready-to-run train sets . . . Saw the **Seven Wonders Of The World** in Cinerama, narrated by Lowell Thomas. This film can be shown only in the larger cities in theatres especially equipped to handle the three Cinerama projects. Railfans will get a thrill out of scenes on the Darjeeling narnow gage railroad operating in the Himalayas. The train sequences are hammed up a bit by showing a train out of control roaring down mountain grades and around trolley car curves, but the photography is excellent.

A new use for the rash of dummy HO plastic diesels now available is to insert them in freight trains as though they were being delivered new to other railroads. Lets you have all kinds of road names on your pike, even foreign lines! . . . **Atlas** Custom Line switches pretty tricky the way they make up into ladders, and single and double crossovers. The built in switch machine mounting brackets is another big advance . . .

William K. Walthers, Inc., entering their 25th year in the model railroad business. This is one outfit that refuses to go into plastics, except possibly for small parts such as wheels. They've just released a new HO freighter car line, starting with a wood and metal parts reefer kit. More are coming . . .

Supply Car

Now at your dealers are the following . . . **Binkley's** shorty Sierra coach with cast zamac body. Very nice . . . More new **Kurtz-Kraft** plastic freight car kits. Latest side is the D&RGW at $1.19 . . . First **Hobbykits** are in. The 0-4-0 tank switcher at 98c has a boiler with all other parts molded separtely in one large piece. Just break off the parts and assemble . . .

Coming from **Lobaugh,** a beautiful new Mikado with Vanderbilt type tender. Plenty of super detailed lost wax castings. Delivery by early summer mfr. hopes it's a beauty . . . **Dyna Models** have released several new structure kits . . . **Athearn-Globe** parts now available through **Harbin** which will make things a lot easier for modelers needing these items . . . Hobby shops now have the **RMC ROLLING STOCK MANUAL** at $1.00. And at that price its a real "Poor Man's Cyclopedia" of modeling information . . . **Suydam's** Pacific Electric interurban cars among the most beautiful traction cars we've seen in HO. All brass RTR but unpainted . . . Another nifty traction item is a 60 ton Baldwin juice hog imported by Ken

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Kidder in HO. Also brass RTR unpainted.

Penn Line upped its prices on the T-1 and I-1 and also made minor changes. A new steam loco is now in the works at **Penn Line** but release is still as much as a year away so no further details for now (but it's a pip!) . . . **Pennsylvania Scale Models** also up $1 on their PCC and Brill cars. They've changed the motor which is now reportedly 50% more powerful and faster . . . **Schrader Metal Specialties** working on at least one new cab for their 4-6-6-4 GG-1 chassis. Watch for release of a New Haven 0400 this winter . . . New road names for **Ulrich's** automatic operating triple hopper include Santa Fe and B&O . . .

People

Most folks smile when they hear that **RMC Publisher Charles A Penn** has a place in **Bumble Bee, Arizona,** but they're usually astonished to learn that he actually owns the whole town. There were narrow gage mining roads in the near vicinity and we have a few of the spikes (sorry, none to spare) . . . There'll be plenty of the big names in model railroading present at the **2nd Annual New York Trade Show** of the Hobby Industry Association, **June 26-30,** at the **New York Trade Show Building.** And there will be loads of exciting new model railroad items on display by many of the major manufacturers. The show will be open to the public. See the Model Railroad Timetable elsewhere in this magazine . . .

More and more RMC subscribers in such areas as South Africa, Australia, Central and South America, and all over Europe. Let's see photos of your layouts but make sure they're sharp . . . Plenty of other RMC subscribers stationed at military bases all over the globe. And they're right up there in rank, too: plenty of Colonels and Commanders. Many military bases have model railroad clubs . . .

New York Society of Model Engineers going right ahead with its new HO layout. No word as yet on their O gage Union Connecting RR . . . New York area still has a number of good O gage club layouts including the following:: Brooklyn's **Bay Ridge Model RR Club;** Woodmere's **South Nassau Club;** Westfield, N. J., **Central New Jersey;** Newark's **Model RR Club;** and the former Paterson group in North Haledon, **North Jersey Society of Model Engineers.** All of these clubs have fine operating layouts in varying stages of completion . . . There are so many HO clubs in the area that it's almost impossible to keep track of them . . .

New author in this issue of RMC by name of **Dingles Tootlouder,** who hails from one of the New England states, has plenty of good ideas in his RMC debut in this issue. If you use just one of his ideas you've already paid for the price of the issue . . .

That Post Office

The recent postal closing on Saturday along with other postal problems could well mean higher subscription rates in the not too far distant future. You can get RMC delivered to your home **NOW** for only $5.00 per year, a

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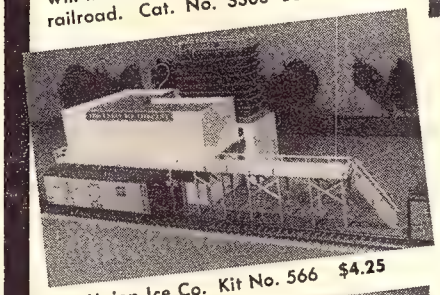
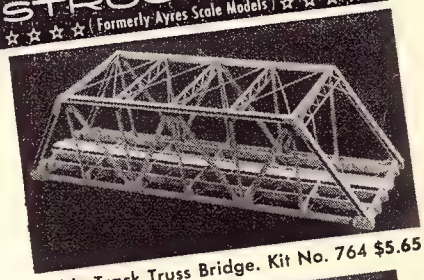
Tru-Scale STRUCTURES (Formerly Ayres Scale Models)



Union Ice Co. Kit No. 566 $4.25



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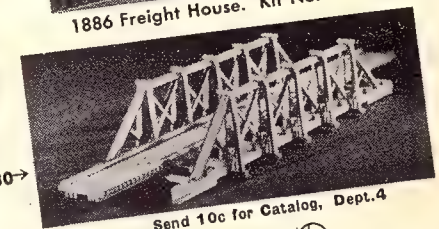

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Observation Platform

That **Max Gray** 2-6-6-4 Allegheny pictured across two pages of our April issue attracted plenty of attention. Its available almost ready-to-run in most hobby shops stocking O gage. . . . Glad to see the **Norfolk & Western** beginning to get a nod from modelers. In the East its just about the last real stronghold of steam power, although a few diesels have managed to sneak onto the roster. A ride on the N&W is a real treat, too. . . . A spray painting service by mail is offered by **John H. Floyd,** 1012 Chicksaw, Paris, Tennessee. Prices are reasonable. Write for his list. . . . A Hobbyrama was held in May in Philadelphia with HIAA sponsorship. . . . **Leyghton-Paige** now at 715 Raymond Avenue, St. Paul 4, Minn., in greatly enlarged quarters. We missed this release earlier. Paige packs are offered for both scale and hi-rail use. . . . **Spreckles Sugar Company** won a first prize trophy for a model railroad display they worked up using Lionel equipment. This sweet outfit is a big name out West. . . .

A Railroad Story

Some kind reader sent in this one, name unknown and probably its just as well! Seems a passenger on a very slow train through the cattle country suggested that the cow catcher on the front of the train was in the wrong place. He sez it should be put on the rear of the train to keep the cows from eating the passengers. . . .

America's Hobby Center reports having sent out over one million bargain bulletins to date. Future bulletins will list new items as they become available, too. AHC recently moved to new quarters at 146C West 22nd St., New York City, N. Y. . . .

Louis Hertz refuses to make any comments about HO until he sees what Ives and Dorfan will bring out. . . .

Father's Day

Hey, Dad . . . circle this bit in red and lay it where the missus can get a look. . . . Dad is much too noble to come right out and say that he'd like a new car kit for Father's Day, but truth to tell, his railroad is sadly in need of a new car or two and the one circled in red elsewhere in this issue would make a pretty good addition to the old pike. It's available at the local hobby shop . . .

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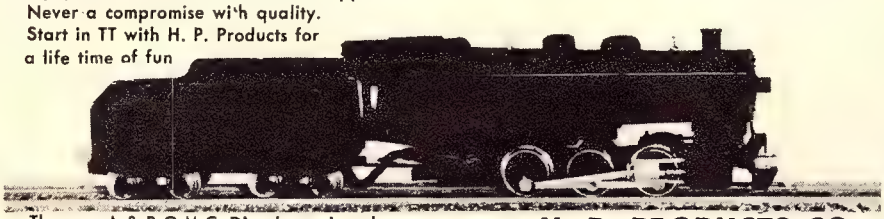

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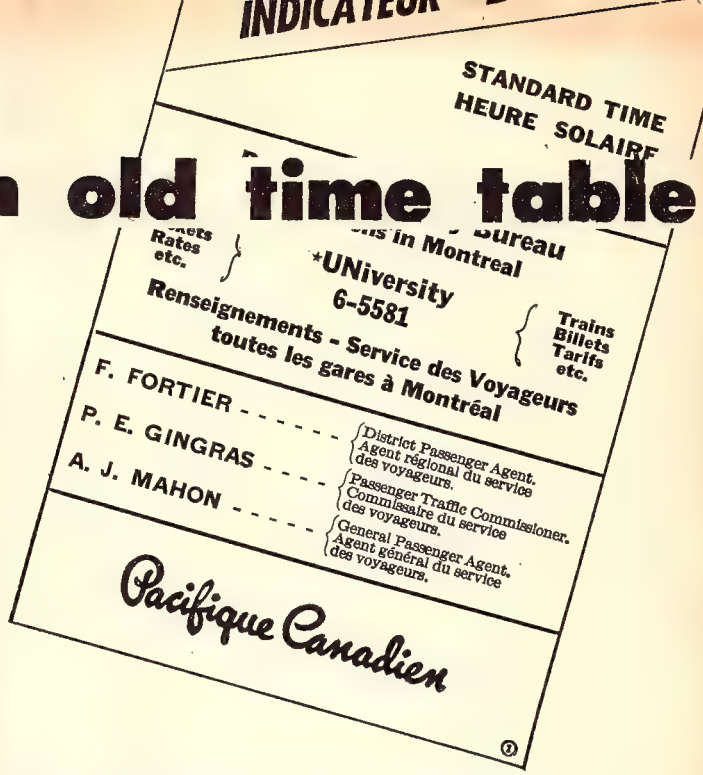
13000 Saticoy St. N. Hollywood, Calif.

. . . notes on an old time table



Cross Kits

THE conversion of model railroad kits into something more satisfying and needed is just about as old as the hobby of model railroading. In fact, RAILROAD MODEL CRAFTSMAN has published hundreds of articles showing how to make things out of something else. We were progressing nicely in our own little rut when along came a fat envelope from the Mid-Continent Region, NMRA, with details of a new Cross-Kit contest to be held at their Regional Meet this June in Omaha. Their idea was not new, but then again very few new ideas really are. What was new was their approach to this business of Cross-Kits and their recognition of the fact that very few modelers today have the time, inclination, and/or skill to build locomotives (and to a lesser extent, cars) from scratch. To many modelers, the construction of cars and locomotives appears to be a complete waste of time if essentially the same car or engine can be bought built up or in easily assembled kit form. And if an HOer can't buy himself a Ten-Wheeler kit to suit his very personal needs, it doesn't take much imagination to convert a Mantua Mogul, an MDC 0-6-0, or a Penn Line Consolidation into the **very** Ten-Wheeler. that he needs.

Cross-Kit possibilities are numerous and can be as simple or involved as you like. For competitive purposes, however, the **MCoR** has specified certain rules which are to be followed and we think that they deserve passing on for what they are worth:

1—Locomotive superstructure must be from one manufacturer's kit while mainframe must be from another manufacturer. (MCoR specifies HO, thus limiting its own contest). Neither of these basic components can be scratch built.

2—Either or both of these basic parts may be modified to any extent desired but must be identifiable. List manufacturers.

3—Engine must be operable on 12v. D. C., 2-rail.

It's amazing what can be done by crossing locomotive kits. We've been thinking of some of the possibilities. How about placing a built up camelback 4-6-0 superstructure on a Varney or Penn Line Consolidation frame. You can't buy a camelback consolidation in HO, or in any gage.

Cross kit conversion of Lawrence Reid, utilizing an MDC 0-6-0 boiler lengthened 3/16" and having two spliced Mantua Big Six frames. Fittings are mostly by Kemtron, although Mantua switcher drivers are used.

How about hacking a Gilbert Hudson down a length, converting it into a creditable Boston & Albany 4-6-6T tank type? Could two 0-4-0 saddle tank boilers be welded together to create a more powerful 0-6-0, 0-6-2, or 0-8-0 saddle tanker. The 0-4-0T is a small locomotive to handle main line freight traffic on heavy grades but a larger locomotive wouldn't be. What kind of an animal would a Mantua Pacific boiler be sitting on a Penn Line chassis, and vice versa?

Cross-Kit building isn't limited to steam locomotives either. Don Prudholme developed quite a reputation for his gas turbines built around several Lindsay Alco A unit cabs plus other parts. Diesels and electrics require even more care in their selection of parts, since the great standardization of this type of power makes excessive deviation from accepted styling look mighty peculiar. Trolleys lend themselves to Cross-Kit construction since trolley lines often went out of their way to create the unusual.

The mixing of freight and passenger car parts to create special cars is of course very common, yet ignored by many. We've modernized many old paper sided cars with precision scribed wood siding and extra suitable hardware, followed up with paint and decals. Old reefers and boxcars convert readily into work cars of many types, as well as into special cars for which kits are not readily obtainable.

How about sticking a cupola on Binkley's shorty coach or combine to make a drover caboose. Why not put some streamlined passenger car sides on a standard passenger car to create a modernized car? Walthers has been telling people for years that you can chop his passenger car sides apart and reassemble them into almost any combination to create some really out of this world stuff. And some few modelers **do** do these things and do it well and those are the people who are known as the really top model craftsmen.

If you have come up with any really good Cross-Kits, we hope that you'll write in and tell us about it: how you did it, and what parts you used. And send some photos, too. We might be able to use them.

Hal Carstens

NEW TECHNIQUES ON THE CONESTOGA CENTRAL

by Dingles Tootlouder

Here's an unfinished HO pike that's jammed with more gadgets and ideas than you can find in a freight trains. Read how the author eliminated a bunch of operating problems from his own layout.

PHOTO C, at right, gives overall view of the Conestoga Central RR as it looks today, getting ready for the start of scenery. All switch controls use nylon cables as described on the following two pages.

IT all started with a weaving and wobbly ribbon of steel rail clinging on a steep upgrade to the perilous mountainside on its trail to an early copper mine. That was the old **Rampage River—Nuggetown Rail Line,** which boasted only an ancient 4-2-0 and a few wooden hoppers. Such was the origin of the great sprawling rail system known today as the **Conestoga Central RR,** the "Route of the Covered Wagon."

Modesty forbids your author (Dingles Tootlouder) from taking the credit due me for this gratifying expansion. Rather let it be said (magnanimously) that it was **my** boys in the back shops and **my** loyal gandy dancers who are entitled to glory. It was they who applied my famous motto to their daily chores, "Never tarry—its payload we carry" (that was thought up by me—Dingles Tootlouder). It was they who were responsible for the following new railroad engineering concepts which achieved more dependable and foolproof operation than otherwise would have been possible.

In the three years in which we have been modeling, we have built three pikes (the earliest, measuring 28" x 40" was exhibited on TV). This, they tell me, is a very short time in which to expand to transcontinental railroading, with a system boasting of 13 locomotives, including the original 4-2-0, 50 cars, and 200 feet of track.

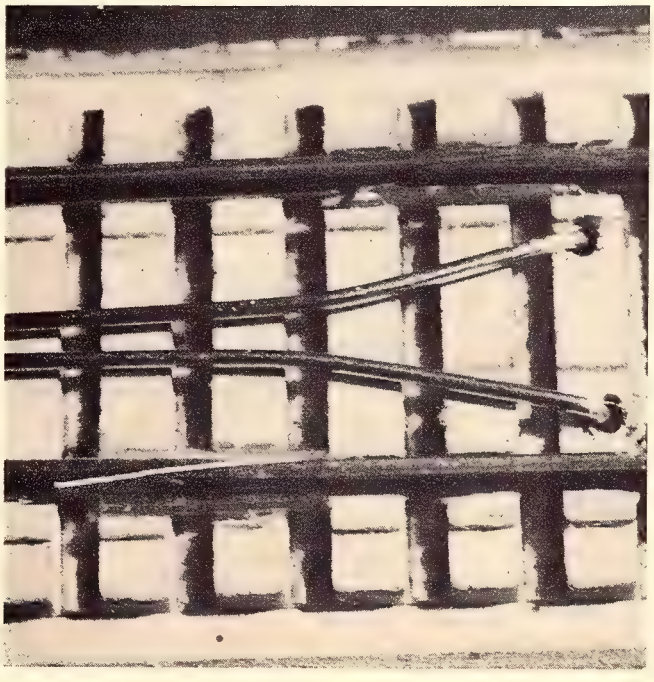
During this time we have carefully collected and perused books, along with current and early magazines on the subject. Our knowledge increased from such study, but we also had to learn the hard way, which is the reason for this treatise. It is possible that some of the following ideas may be as helpful to other **RAILROAD MODEL CRAFTSMAN** readers as they have been to us.

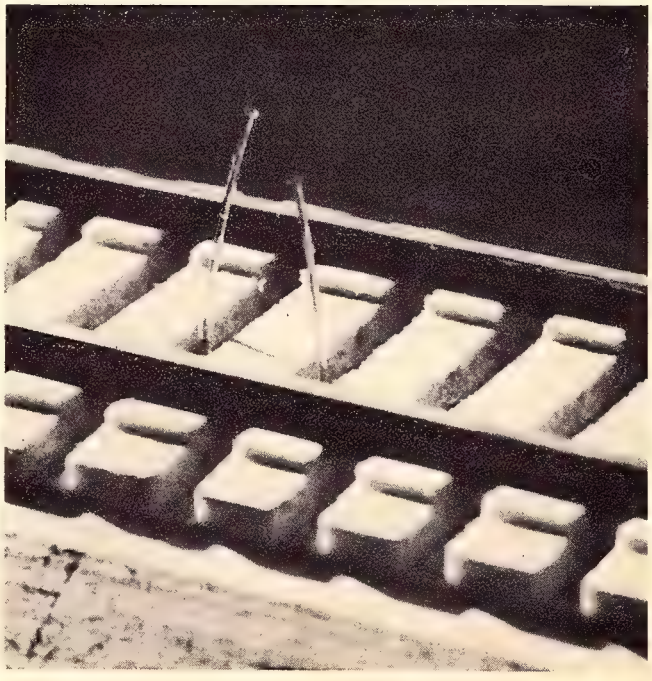
While on the subject of **magazines** here's idea No. 1; A loose leaf book, indexed as follows:

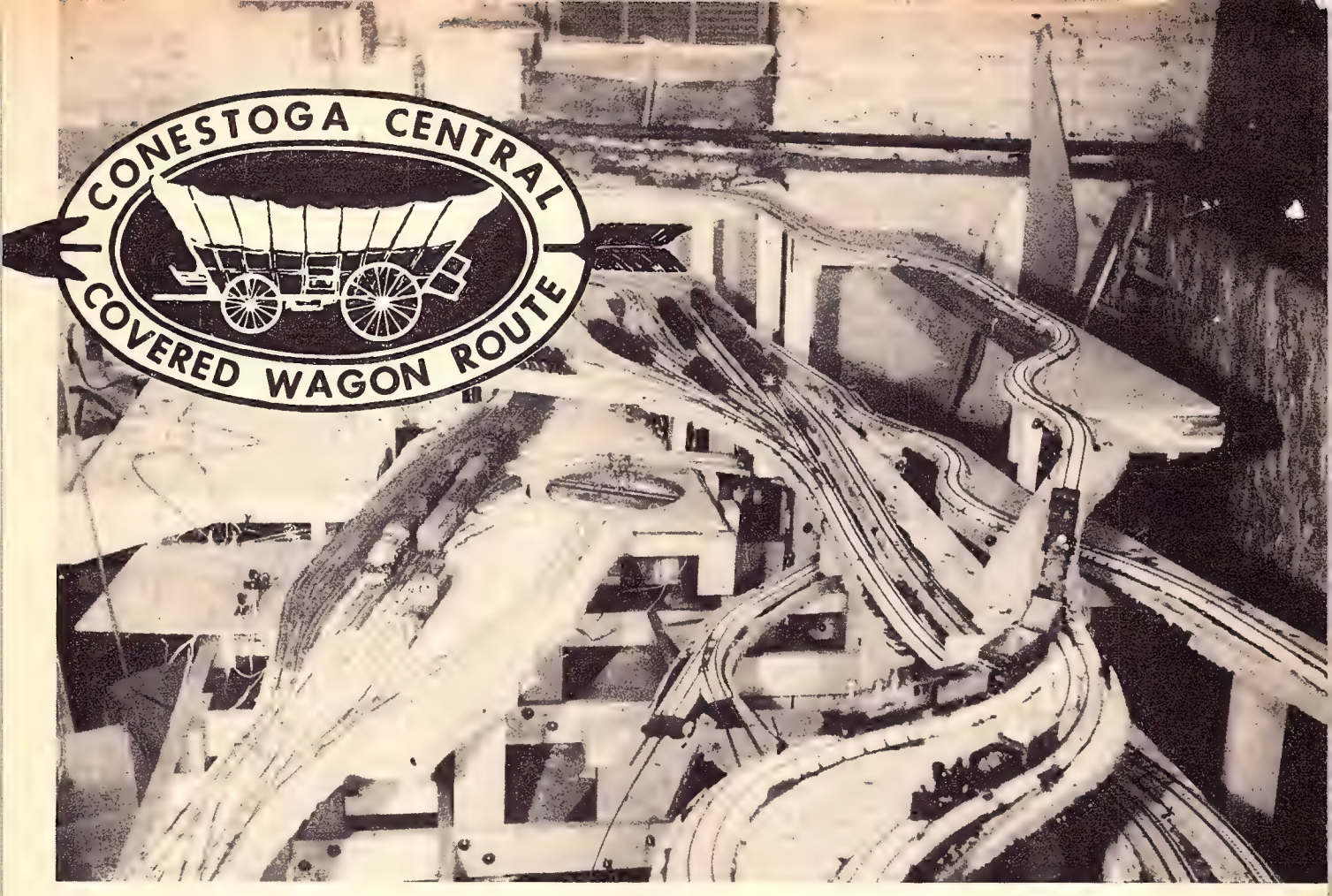
1—Trackwork
2—Electrical
3—Signals
4—Locos
5—Loco Jinxes
6—Rolling Stock
7—Structures
8—Construction Kinks
9—Scenery & Terrain
10—Train Order Operation
11—Misc.

As articles of personal value are noted, entry is made in the appropriate page as per: **RAILROAD MODEL CRAFTSMAN,** June 1956, Pg. 17; or RMC 6/56-17 with brief identification and the printed article check marked.

PHOTO A shows how the Conestoga Central eliminated the old bugaboo of rail expansion and contraction by butting rail joints at revolutionary 30° angle either with or without insulation. Rails are now free to expand or contract without resultant rail gaps or track bulging and buckling. PHOTO B shows how .015 stained brown nylon fishing line is inserted into ties to act as car retarders on grades and inclines.







We have 19 pages filled with such references.

Photo A is for those of you having **rail joint trouble;** and who doesn't? Here's the solution to derailments caused by expanding rail gaps: we've used this method which we call the "slip joint" on our Tru-Scale road bed with excellent results. Slip joints are simply made by filing (try a vise) rail ends at an angle of about 30°. File a bit off the inside of the rail also and very slightly dress the point toward the outside of the rail. It would be logical to place the leading edge facing in the main direction of travel, although picking of the point by approaching trains will not occur if the point, as above suggested, is tapered inwardly very slightly. Slip joints can also be insulated by using plastic fish plates. Remove the lug used to separate rails, insert the fish plate and place a strip of celluloid between the rail slices gluing them first. Dress off the top of the rails with a fine sand paper block. Slip joints can be employed in existing pikes to thwart expansion problems. Cross cut a small section (3"-4") of the existing rail, insert previously prepared slip joints and solder the butt joints. In fact the simple method herein described has worked so successfully that our directorate felt that possibly Messrs. Young, Alpert, McGuinness and other competitors might like to incorporate the same idea on their layouts. Consequently a patent search was undertaken only to reveal nearly a dozen patents of similar principal. So for those of you who insist on prototype practice the application of this method should in principal prove acceptable and in operation we believe that it will solve some of your serious derailment problems.

While on trackwork—we glue our **roadbed** to cellotex which is sandwiched between roadbed and homosote using Kuhls Aeronautic Liquid Marine Glue. This is glue which because of the nature of its application must remain in a plastic state. We feel that this property is desirous because of fluctuating conditions of temperature and barometric pressure. It is applied fairly thick with a putty knife to both roadbed and cellotex then tacked with brads and allowed to set for at least 24 hours before rails are spiked.

While still on the subject of tracks, **supplementary electrical contacts** are installed for the blade end of **(Photo E)** switches. Size 18 solid wire is soldered to the rails as illustrated and a brass wire .005 is used for contact; the contact wire used and recommended may be recalled by many early radio hobbyists as "cats whiskers," not readily available, but is **the** contact wire to use.

Photo F, again on roadbed— **transient curves** are easily and perfectly laid out by applying Tru-Scale's flexible roadbed idea to their curved roadbed. I refer specifically to their straight milled self gaging roadbed which is criss-cut parallel to ties. I use a jig saw on their curved segments and cut from alternating sides between every other tie up the curve until the bend which can thus be formed suits our purpose.

How many of you railroad hobbyists are trout fisherman? Why. Well here's the reason—but first I must confess that the heavy responsibilities of running a railroad and pacifying directors who don't want to be convinced that real railroads don't make any money either, turns me truant and away I go with rod, greased line, flies and nylon —and that nylon, to me is as important in railroading as it is in fishing. All of our 27 switches which incidentally are hand **(Photo E)** made, are **lever controlled by nylon.** We have a rack of 30 levers which control all switches and ramps by nylon. As so-called choke control for smooth turnout operation, nylon is attached to the cross bar at the blade end of switches, threaded between ties and down through two holes drilled through the roadbed and track support. A stapler punch staple is inserted at the hole and depressed into the ties so that the nylon renders freely over the staple. For this purpose we use .012 nylon, known as 8 lbs. test. One end of the nylon is attached to a 4 ounce lead fishing sinker which dangles several inches beneath the track base. The sinker should be tied to the side of the switch which permits the switch to remain in the position which receives the heaviest traffic. The other end is threaded through a

PHOTO E shows how switches are controlled, also by means of nylon fishing cord. .012 size or 8 lbs. test. 4 oz. fishing sinker keeps switch thrown in one direction. Toss of lever on control panel flips switch points.

screw-eye and then strung and tied to the bottom of a 12" lever. Somewhere between the screw-eye and the lever insert a spring and on the lever end, tie a loop and link this loop and the lever with No. 20 solid wire which permits exacting adjustment of the lever throw. Interlocking of crossovers and several switches can also be readily accomplished. Thus each lever can route trains through several combinations of switches.

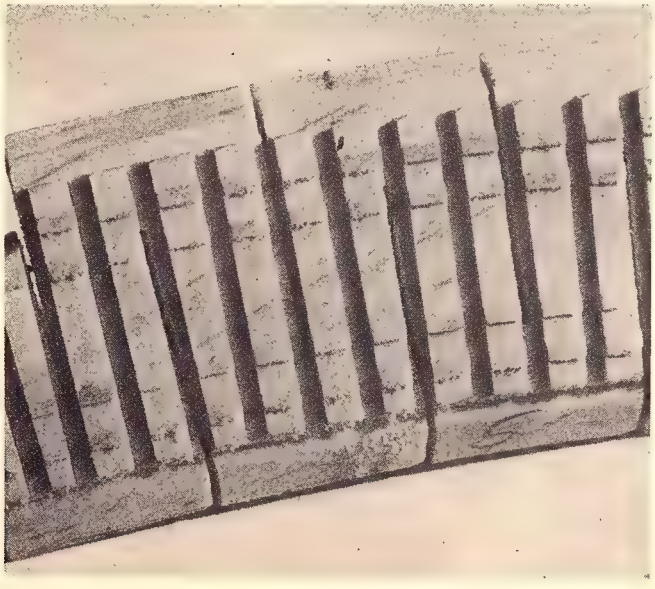
Having changed over to NMRA couplers on about 50 cars and all our locos, we proceeded to design and build an **(Photo D) uncoupling ramp** which would rest on the ties when not in use and be raised to operative position when desired. For this purpose we use .015 nylon known as 12 lbs. test. This weight nylon on our pike can elevate as many as 5 ramps at a time. A spring is attached beneath the ramp and the nylon tied to the spring is threaded through a screw-eye directly beneath the spring and strung over to the same gang of levers which control the turnouts. Thus drawing on one lever can eject as many as five ramps. We have to date on the Conestoga Lines 35 uncoupling ramps. The ramps are formed of .040 brass rod on a simple forming jig. The ends are inserted through 3/32" OD brass tubing which extends from the ties down through the track support and are then soldered to a solid 3/32" brass rod. The ends of the rod are turned up at an angle to touch the bottom of the track support. Adjustment of height of the ramp is simply a matter of bending the solid rod to suit, and obviously no derailments or accidental uncoupling is encountered.

Those NMRA couplers will work better if you use **(Photo H)** this idea in your **draft gear.** Remove the plastic spring and cut off the knocker lug. Cut a leaf spring from .003 brass shim stock obtainable at automobile accessory dealers. Cut the spring narrow so as not to bind in the draft gear and install as illustrated.

We also use brown stained nylon .015 (15 lbs. test) as **retarders on inclines.** This is easily done by **(Photo B)** drilling with a fine drill or a pin into the roadbed and inserting upright 2 or 3 short lengths of glued nylon.

We built a gallows turntable 9½" diameter from scratch and employed

PHOTO F shows how Tru-Scale curved roadbed can be sawn to create gentle transition curves without having to go through complicated, bothersome mathematical and geometrical computations.



If you're building a turntable, PHOTO G shows how to make foolproof wheels to fit on the ends of the turntable proper. These hug the circular rail without annoying fall off and jamming. Circle must

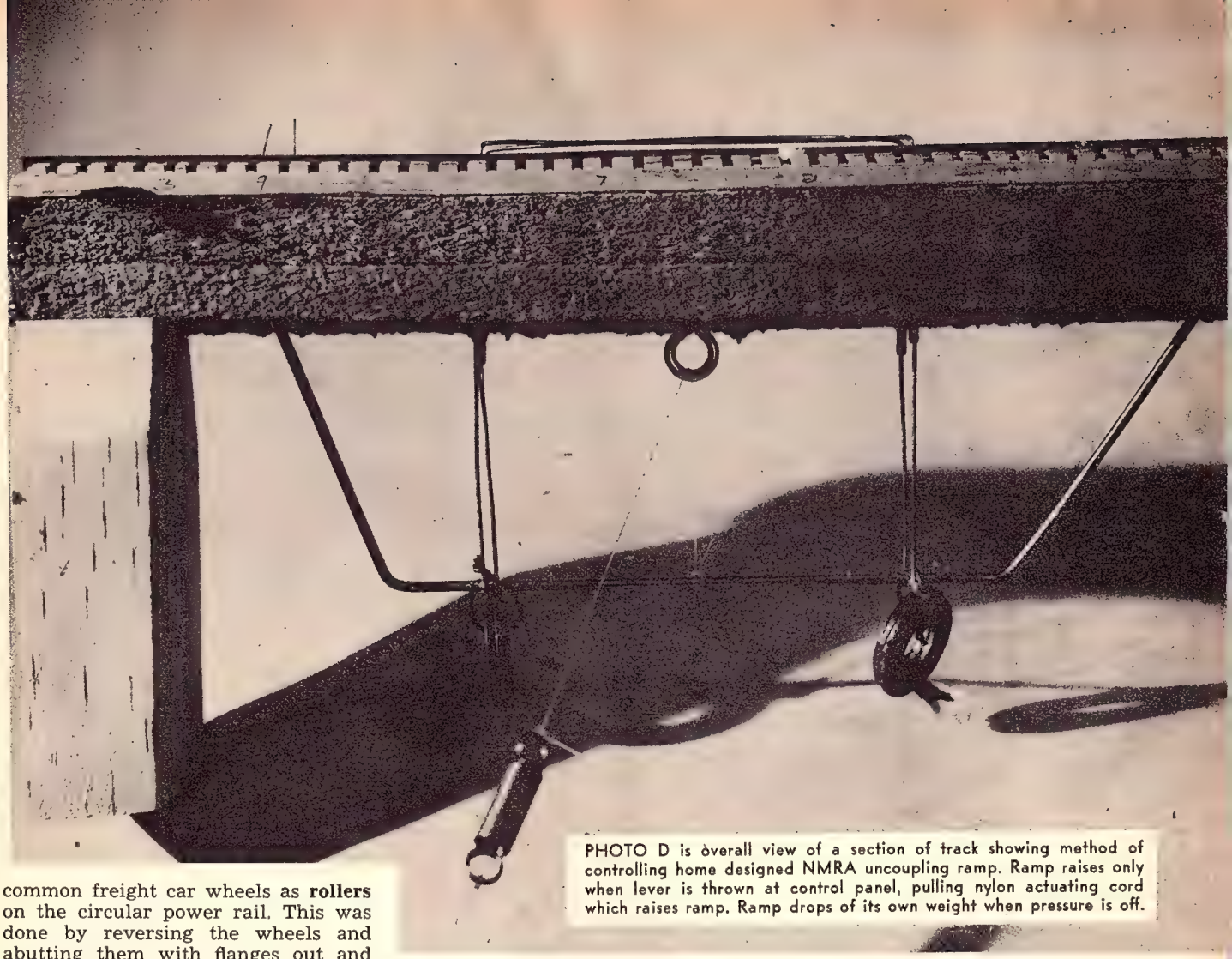


PHOTO D is overall view of a section of track showing method of controlling home designed NMRA uncoupling ramp. Ramp raises only when lever is thrown at control panel, pulling nylon actuating cord which raises ramp. Ramp drops of its own weight when pressure is off.

common freight car wheels as **rollers** on the circular power rail. This was done by reversing the wheels and abutting them with flanges out and inserting the axle into a close fitting brass tube. To this brass tube we soldered a lead to the bridge rail. **(Photo G)**

Following a magazine article on 3 aspect semaphore signalling we developed a **stick relay** made from a Turbo Jet switch machine which may also find other applications. A contact blade carrying one leg of the current was placed upright in a position where the solenoid plunger could strike it. The switch itself was also used to carry current and thus complete the circuit.

An excellent track **current tester** can be adapted from a pilot light lamp holder. Simply use the lugs to contact the rails. **(Photo I)**

We have a big derrick on our work train that really works. A **magnet** is suspended from the hooks and rides just clear of the rails. Results: no more spikes or iron filings on our engine commutators.

still be perfectly laid. PHOTO H shows how to revamp your plastic NMRA coupler draft gear pockets to get a positive and foolproof metal springing arrangement without having plastic spring tension failure.

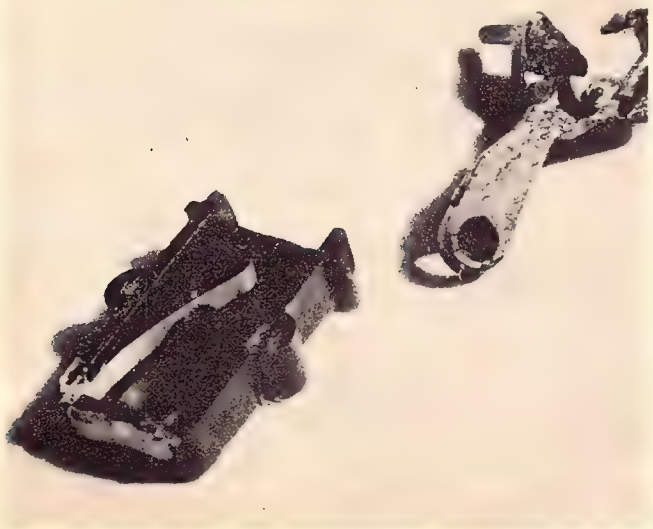
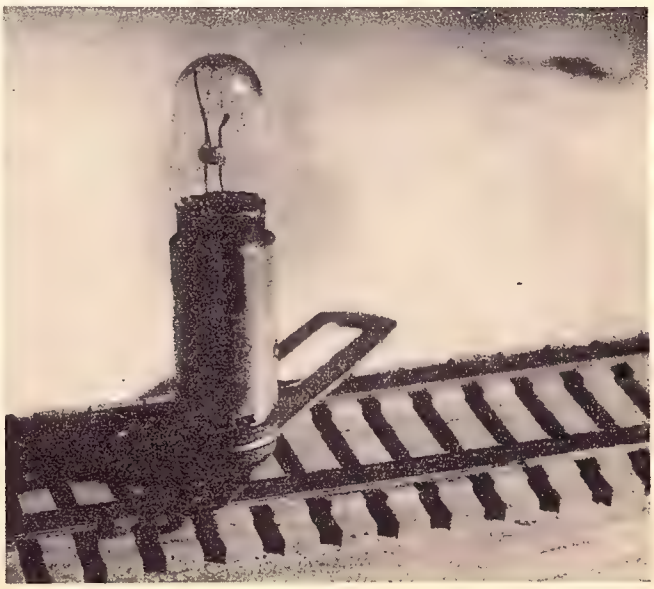


PHOTO I. Need a test lamp to show if you've got juice in the track? You've got one ready made in any pilot light lamp tester. Simply use the lugs to contact the rails. See text for additional usable ideas.



an easy one–

Old Time Flat Car

ALTHOUGH there are more types of model railroad cars available commercially today then ever before, in both kit and RTR form; we still derive a lot of satisfaction from scratch building our own equipment. One car which we had long wanted to model was a flat car we'd seen and photographed a few years back in Middletown, New York, on the New York, Ontario & Western Railway. When the NYO&W got an order to cease operations last March 29th, we started digging through our file of O&W photos and found the one of the flat car. It looked so easy to build and yet was loaded with interesting detail: arch bar trucks, truss rods, stake pockets, and even a few stakes.

Our first job was to figure out the materials needed and all of the parts are available in either HO or O gage from one or more manufacturers. If you work in other gages, you may have to improvise or use parts from other gages and work them in the best way you can.

Construction

The car as finally built is not an exact copy of the O&W car but can be considered more or less typical of similar cars found on most railroads up until World War I. After that time, there were still many to be found on smaller railroads in both revenue and non-revenue service. This O&W car was still in non-revenue service in the 1950s and undoubtedly other roads still do boast (or probably they don't) of cars of this type and vintage. But whether the real roads do or don't use them, this type of car does add a touch of the good old days of oil lamps, small engines, and iron men, to our own model layouts, and we're the richer for it. Certainly the contrast between this short little car and the latest type 50 ft. steel flat car is startling.

The car is an easy one to build and is little more than a board mounted on a pair of trucks: arch bars and the oldest type you can find. To put anything more modern on this car excepting possibly Fox trucks would be to destroy the old time illusion.

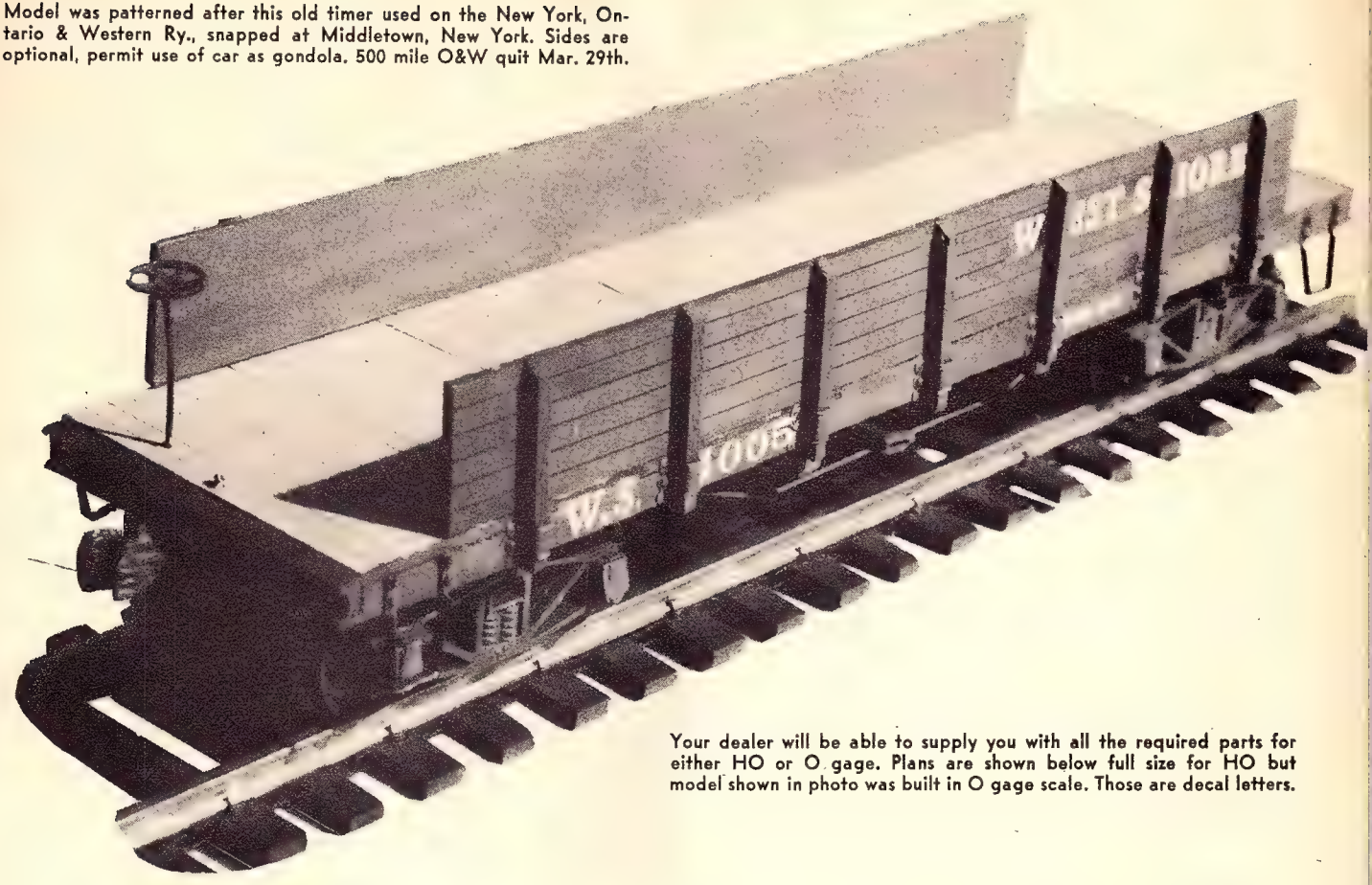
If you're working in HO, you can take your dimensions directly from the plans. The body of the car was cut from a piece of basswood measuring 9 ft. wide by 32 ft. long by 9 inches thick. The floor piece has cemented to it some scribed sheathing (use 1/16" thick stock scribed ⅛" for O, 1/32" for HO) which serves to strengthen the car body and improve the appearance. Since the scribed sheet is rather narrow, several pieces must be cut out and cemented in place, following the suggestions given by Jim Corrick in his article in RMC May '57.

Underbody detail is added next. Old time bolsters are available and should be used since they are thinner than the more modern types. We couldn't get any locally, so made ours from wood (for O, ⅛" x ¼"; for HO, 1/16" x 5/32".) These extend the width of the car body, as do the 9 inch square beams to which the queen posts are attached. Four queen posts are inserted in each piece. We drilled holes just a bit smaller than the width of the lugs on the queen posts for a snug fit. The queen posts must be inserted carefully, since all available types are cast in a lead base metal.

The cars as we built it differed from the prototype in that the original car is not built from a solid block of wood. The truss rods extend under the car to a point at the truck centers, and continue on to the ends of the car and you can see the bolts holding the trusses in place on the car ends. This bit of detail is skipped and we instead imbed the wire into the car floor.

Care should be taken in affixing the turnbuckles. Cement can be used but we smeared a bit of solder paste on the wire and then pressed the turnbuckles in place, heating the wire adjacent to

Model was patterned after this old timer used on the New York, Ontario & Western Ry., snapped at Middletown, New York. Sides are optional, permit use of car as gondola. 500 mile O&W quit Mar. 29th.



Your dealer will be able to supply you with all the required parts for either HO or O gage. Plans are shown below full size for HO but model shown in photo was built in O gage scale. Those are decal letters.

You can build this old wooden flat car in two evenings using wood and a minimum of commercial parts. Similar cars are still used on many back woods short lines in both revenue and work service.

by Hal Carstens

the turn buckle with a soldering gun until the solder paste melted. The turnbuckles are also cast in white metal and will melt if an iron is applied directly to them.

Side detail is next. We escutcheon pinned 7 stamped brass stake pockets to each side for our O gage model. Stake pockets are also available cast in lead and might be more easily cemented in place, especially in HO. Other stake pockets are designed to be pressed in place, especially in HO where escutcheon pins would be too large.

Escutcheon pins keep the O gage steps in place. Small staples are used for HO. These can be inserted from the bottom, or from the side, if the staple ends are bent over 90°.

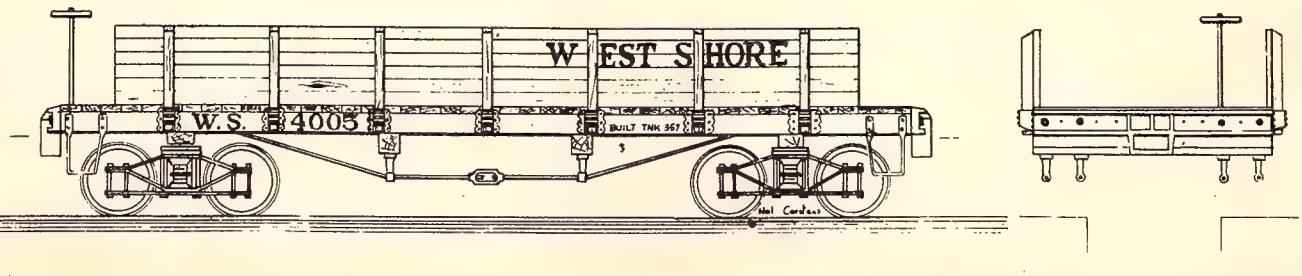
End sills come next. Wooden end beams could be used, pinning them to the car body. Our O gage model received cast metal channel end sills. which were filed down to the slightly less than standard width of the car. Then the dummy couplers were inserted and screwed in place with a small R. H. screw. Any of the screw protruding through the top of the car deck must be filed flush, as must the truck screws, and lugs of any castings.

For HO, wooden end beams are recommended, along with the use of a draft gear box. Any type coupler may be used. It may be necessary to raise the car with one or more small washers between the bolster and truck to get the coupler to the correct height. A brake wheel is attached to a small pin or piece of wire and imbedded in the deck as shown.

Our model had removable sides added, a common feature in the old days. The stakes are force fit into the stake pockets and beveled at the top. Scribed siding was used for the car sides.

West Shore No. 4005 was painted box car red, only one coat applied sparingly to create a weathered appearance. Decals were used for lettering. For non-revenue service, prefix the number with an "X".

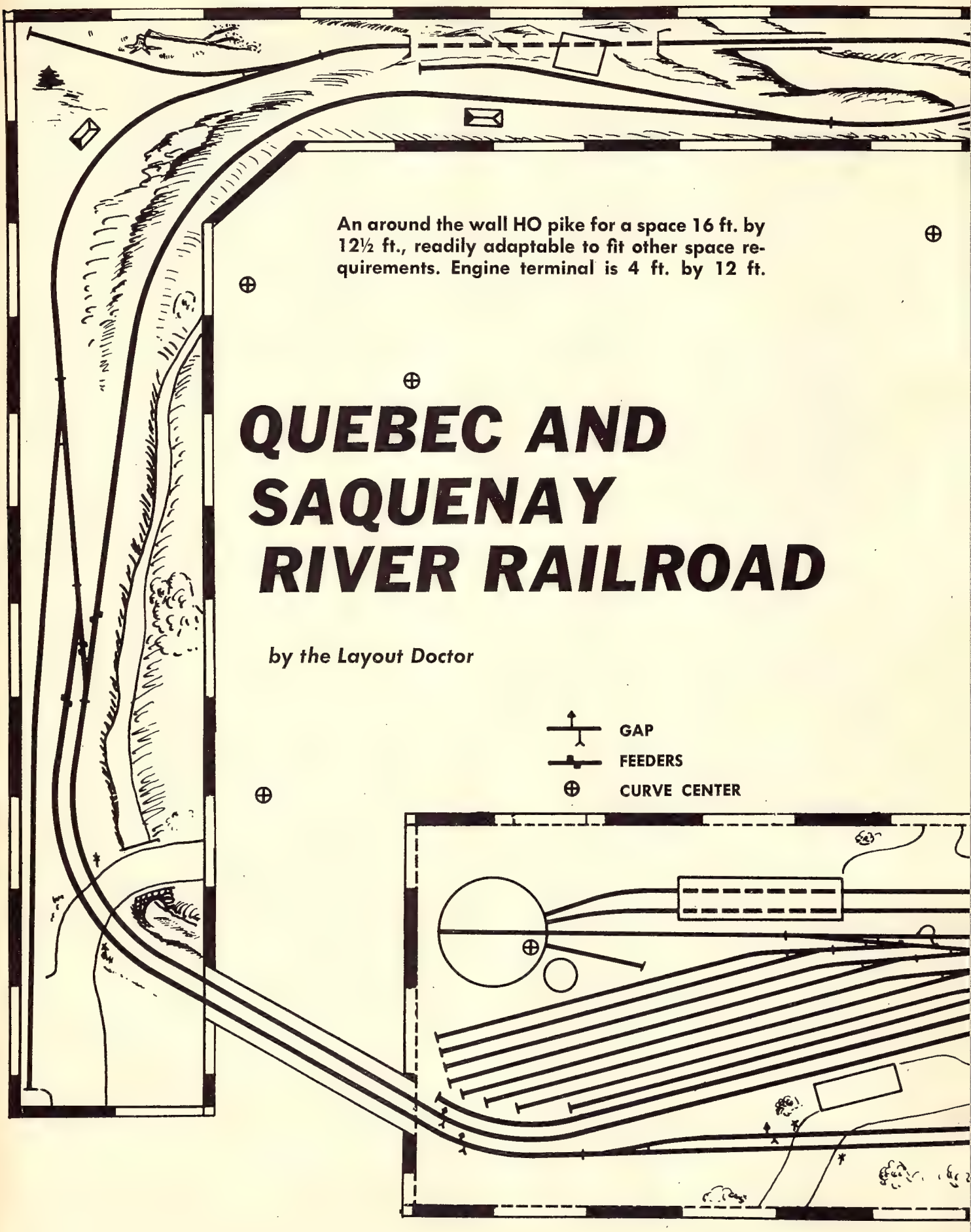
FULL SIZE HO GAGE

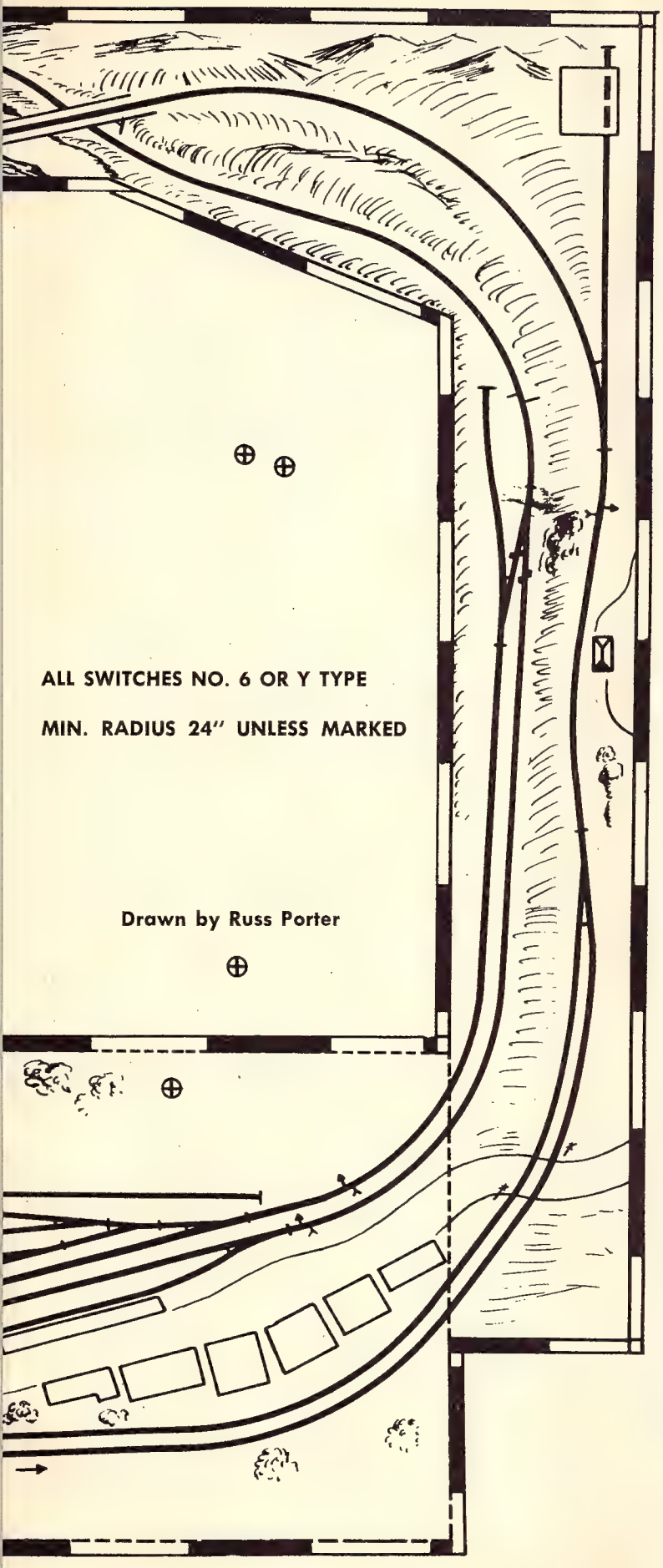


An around the wall HO pike for a space 16 ft. by 12½ ft., readily adaptable to fit other space requirements. Engine terminal is 4 ft. by 12 ft.

QUEBEC AND SAQUENAY RIVER RAILROAD

by the Layout Doctor





THE **Quebec And Saquenay River Railroad** possesses a number of features which make it well worth a close study by anyone who is contemplating a new model railroad layout. A study of the track map at left reveals them quickly. First, the layout provides an exceptionally long run before hitting repeat trackage and does this with a relatively simple track design, excepting the yard and terminal area at Tadoussal.

Such a long run is accomplished by running the tracks on narrow shelving around three walls of the area available, in this case about 16 feet by 12½ feet. This provides plenty of center spectator space in an area amply large to permit showing of railroad slides or movies, should such sport also be of interest to you.

However, the basic heart of the layout is the engine terminal and yards at Tadoussal. Tadoussal is supposedly the Southern Terminus of the Q&SR, providing transfer of rolling stock and freight to other Dominion railroads or to St. Lawrence water transportation. Theoretically, the railroads extend in a Northwesterly direction out of Tadoussal, beyond Lake St. John, Moosonee, and Dolbeau. You could develop this virgin territory into any of several different kinds of profitable freight operation. Perhaps engineers of your railroad discovered valuable ore deposits in the Moosonee area. Or, just as possibly, new forest areas were opened for logging by construction of the Q&SR. It could also be that this area is a fertile farming belt.

Each of the three operations would require special types of rolling stock to handle the freight. Boxcars, reefers, and stock cars would be a must for any railroad going into an area producing plenty of fresh vegetables, grain, and livestock. Lumber country would spell the need for solid trainloads of log cars, flat cars, and big boxcars for carrying cut lumber. Mining would require ore, gondola, and hopper cars, also in solid train loads.

Heading Northward, long trains of empties would also carry a few other type cars bringing in needed supplies to sustain both life and industry.

The Q&SR could be a brand new Railroad which never saw the sight of steam power at all, but settled instead for a fairly standardized breed of diesel power. However, we think we'd like to see the Q&SR use second hand power from both Canadian and U. S. roads; husky low drivered engines for long, heavy ore or lumber drags; and small diminutive power for way freights and the one or two each way daily passenger trains.

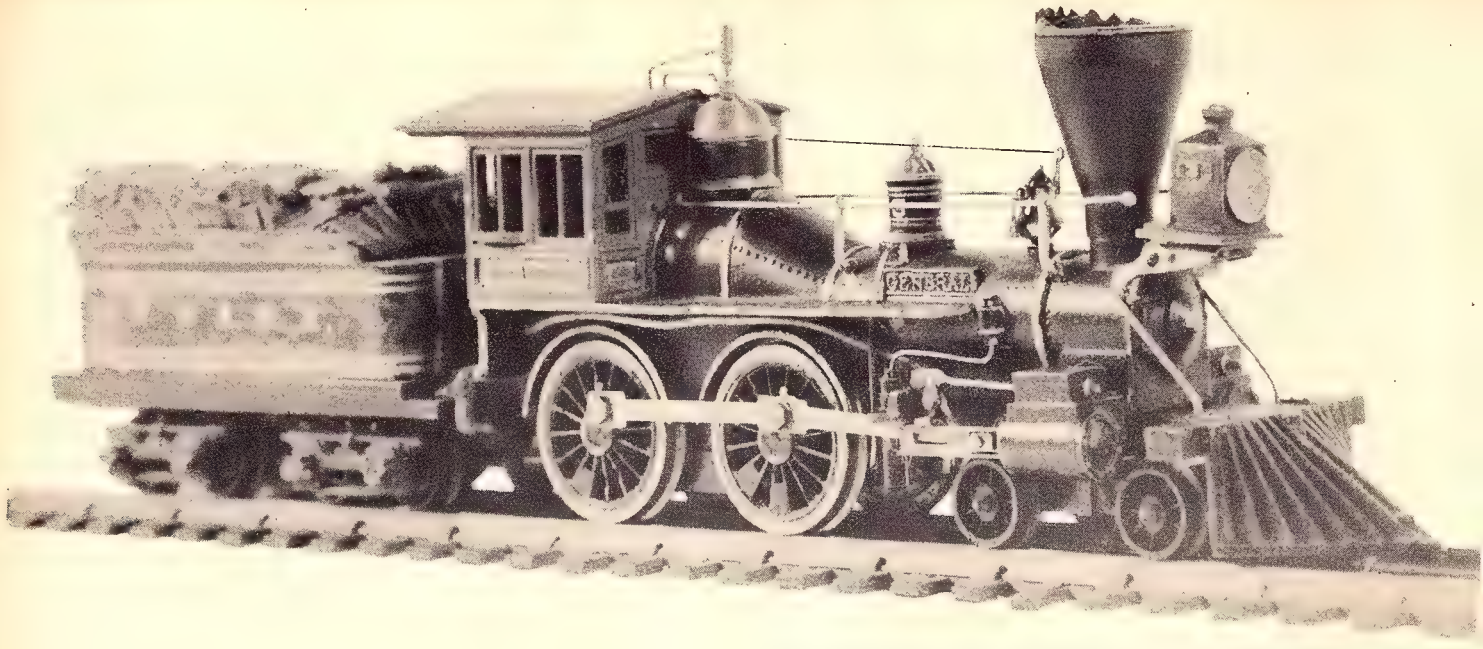
Q&SR passenger equipment is old; hand me downs from the CNR or CPR or some New England road. There could be one streamlined Pullman in CPR or CNR livery; a connection from some through train coming in from the West or maybe from Montreal.

Another important consideration is the weather in this part of the world. Snow comes early in Quebec and creates a need for all weather cabs on the locomotives, especially on the big hogs. And there will have to be enough snow plows and flangers parked at various points of the system to assure continued winter operation.

The Tadoussal yard area is built on its own 4 ft. by 10 ft. table, permitting easy removal should it ever be necessary to move. The turntable shown can be any of the presently available commercial units. If a roundhouse is preferred to the engine terminal, move the turntable to the right as far as possible. All switches shown are either standard No. 6 or Y type. No special trackwork is required.

The drawbridge just to the left of Tadoussal creates one minor problem. In order to be able to have a drawbridge, it is necessary to have both tracks on the same level, so that in this one spot you have what appears to be a double track mainline but with trains traveling on either track in either direction. The drawbridge should hinge up to the right.

If your space requirements vary, as they probably do, the Q&SR can be made to fit almost anywhere without having to change the Tadoussal Terminal area. The main line on the shelving can be lengthened or shortened to suit any specific requirement. Best of all, the basic track design is so simple that a loop can be in and operating in a very short time, after which the scenery and terminals can be installed.



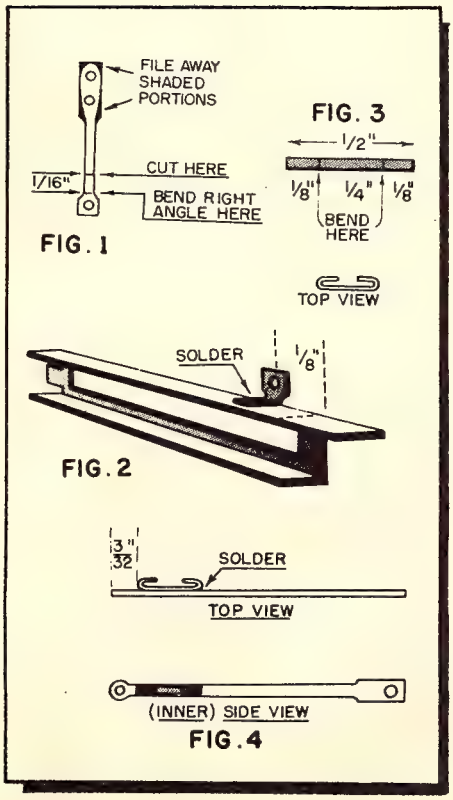
Right side view shows extra details as added by authors to General. Wood pile in tender plus few extra parts transform model into custom replica. Note new handrail stanchions, piping, valve gear detail.

detailing your

Mantua General

by
Martin Kalish
&
Frank O'Connor

Spruce up your General with the addition of these few simple details that will impart a custom built flavor to your model. Then couple up to a few old flat roofed coaches and you'll be back in the 1870s.



THE Mantua "General" is somewhat smaller than most HO locomotives and although there are not many details on the prototype that can be added to the model, there are a few things that can be done to enhance its appearance.

The first item is the valve gear. Prototype photos show that most of the valve gear parts are concealed within the main frame. However, the valve rod and the combination lever do show, and these can be added and made to work with the action of the main rod and crosshead. The procedure outlined here can be adapted to many older-style locomotives.

The parts used are standard Varney valve gear parts which can be purchased separately and are fairly inexpensive. These include:

2 #1832 Valve rods
2 #1822 Combination levers
4 Rivets to fit

Cut and shape the combination levers as shown in **Fig. 1.** Round off the end of the upper half, then taper the sides as shown. Then bend a right angle in the lower piece. This piece with the right angle will be used to hold the whole assembly to the crosshead guides **(Fig. 2).**

Solder the thin end of the right-angled piece to the top of the crosshead guide ⅛" from the rear, with the upright part flush with the inside edge of the crosshead guide.

Take a small piece of scrap metal approximately ½" long, with a cross-section similar to the thin legs of the combination lever . . . some spare valve gear part from the scrap-box might be used . . . bend this piece to the approximate shape shown in **Fig. 3.**

The exact length of this piece after bending is not critical at this stage, but can be squeezed a little shorter later, if necessary, to adjust the stroke of the valve rod. This piece is then soldered to the inside of the main rod, as in **Fig. 4.**

Take valve rod (Part #1832) and grind or file down the thinner part of it to a round cross-section so it resembles a wire or rod rather than a flat bar. The new shape of this piece can be seen in **Fig. 5.**

Drill the valve rod holes in the rear of the cylinder casting with a #70 drill. The location of these holes is already indicated, but they must be extended at least ¼" deep. Be careful not to drill through to the front of the casting.

Refer again to **Fig. 5,** and rivet the

valve rod to the combination lever as shown, using the upper hole in the combination lever. Notice that the combination lever is to the outside. Check for free movement between the two parts.

Next, rivet this assembly to the upright section of part #1822, which has already been soldered to the valve guide. **(Fig. 2, Fig. 6).** Some modelers may find it simpler to do all riveting before soldering this piece to the valve guide, but this is a matter of personal preference. Again, check for free movement at the riveted joints.

All parts, cylinders, crosshead guides, crosshead, main rod, etc., are now assembled. The valve rod slides into the #70 holes in the rear of the cylinder casting, and the lower end of the combination lever fits behind the main rod, between the U-shaped ends of the piece which was soldered in place in **Fig. 4.**

Now test your engine. If you find that the valve gear does not move enough, invert the loco and shorten the length of the piece behind the main rod by gently squeezing the U-shaped ends with a pair of pliers.

The sand dome on the prototype has grooves or fluting on the top, instead of being smoothly rounded like the one supplied with the kit. Using a small carborundum disc in a motor tool, eight shallow grooves were cut in it, as in **Fig. 7.** A small knife-edged rubber wheel was then used to round out these grooves and blend them together, producing the desired effect.

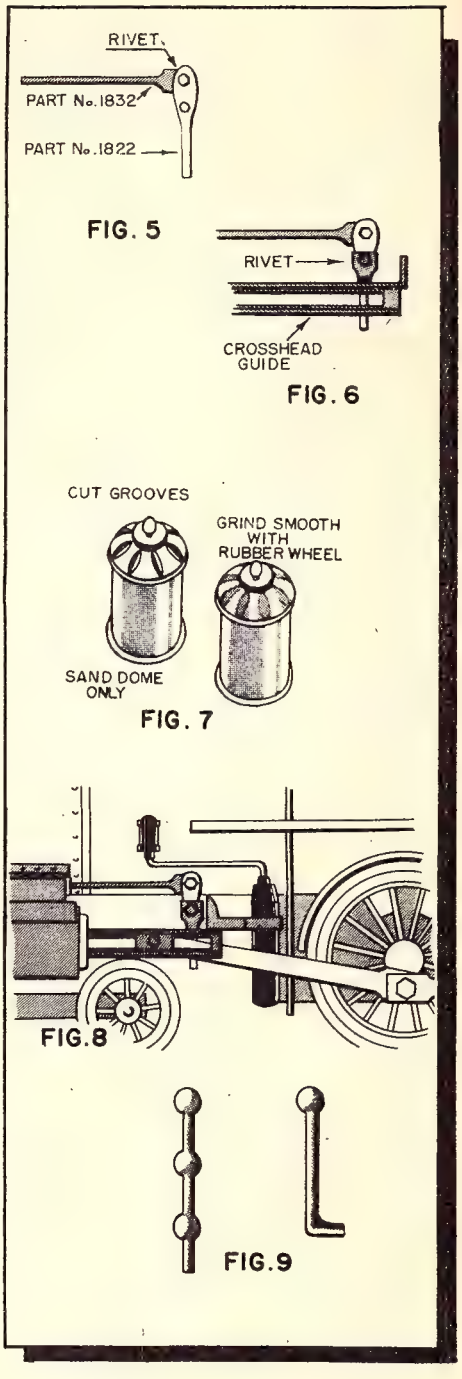
I did not like the idea of a plastic headlight, as supplied with the kit, and being unable to obtain an exact duplicate in metal, cast my own from silver. A dental casting machine was used. If you do not have access to a dental office or lab, you may still be able to have it done as a favor, since it involves very little labor to a person who does these castings. You invest the original plastic headlight directly, since it will be burned out completely in the casting oven, leaving a perfect mold for the silver, which was chosen because of its fairly low melting point.

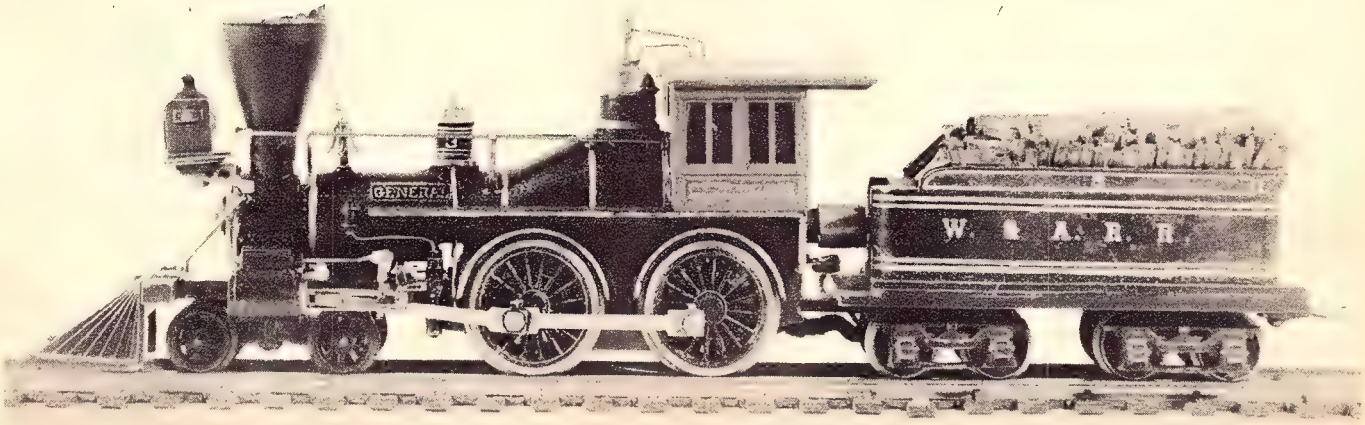
The sand pipes were added as explained in the Mantua instructions, and one small additional item of piping was noticed on prototype photos. There is a projection on each side of the locomotive boiler, just ahead of the running boards, which looks like a water injector. A pipe extends down from each, and angles rearward to the top of the pumps, whch are cast onto the mainframe, just ahead of the lead drivers. Drill #72 holes up into the bottom of the injectors and down into the top of the pumps. Insert a short length of appropriately bent handrail wire into these holes as the boiler is assembled to the frame, as shown in **Fig. 8.**

The last bit of detail added to the locomotive was in the form of new handrail posts to replace the flat ones supplied with the kit. I obtained ship model handrail stanchions from Polk's ship model department in New York, but many hobby shops that sell ship model parts can supply these. They are made of turned brass, and I selected the nearest in shape and size to the General's handrail posts. These were then chucked in the motor tool while I filed off the extra bumps. Next, they were bent to the proper height, using the Mantua originals as a guide. They were then cut to the proper length to fit in the handrail post holes in place of the originals. Incidentally, although only 4 are needed, 4 were spoiled in the process, so it might be advisable to start with a dozen, to allow for mistakes. **See Fig. 9.**

The woodpile in the tender was made from wooden matchsticks cut into ¼" lengths. Some of these pieces were further split lengthwise into halves and quarters. Model cement was used to hold them in place, each piece being applied individually. Finally, a little oak varnish stain was applied to the woodpile, resulting in a realistic stack of cord wood.

These few simple additions will greatly enhance the appearance of this attractive little locomotive, and set it apart from the General that rolls along the pike of the guy on the next block.

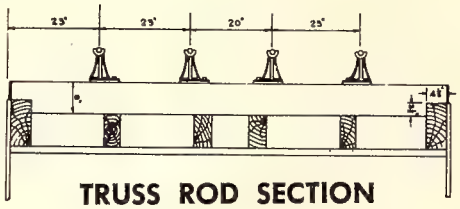




1890 WOODEN BOX CAR

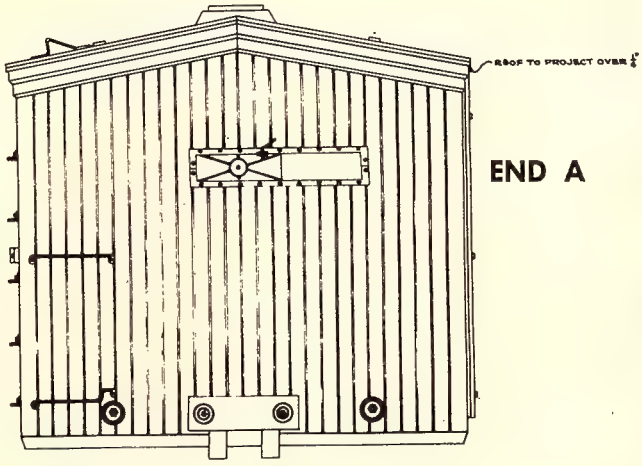
by Joe Wilhelm

HERE'S an old time shorty box car dating back to the 1885-1890 period. Of all wood construction, it measured only 28'-9" overall. Note that the truss rods have no turnbuckles and that there is an interesting little lumber door in one end only. There are brakes on only one set of trucks. The plans are absolutely authentic, having been taken directly from the drawings from which the original cars were built. I should imagine that box car red with either matching or black trucks would be an authentic color scheme. A few such cars still exist here and there, mostly in work train service.



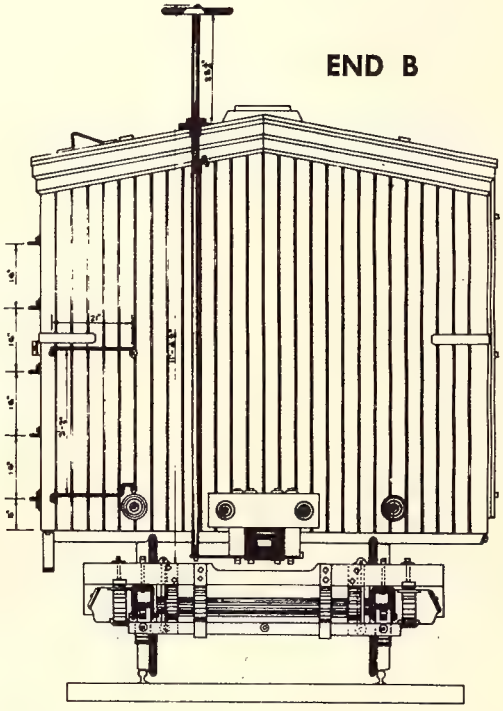
TRUSS ROD SECTION

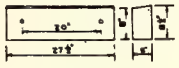
FULL SIZE FOR O GAGE



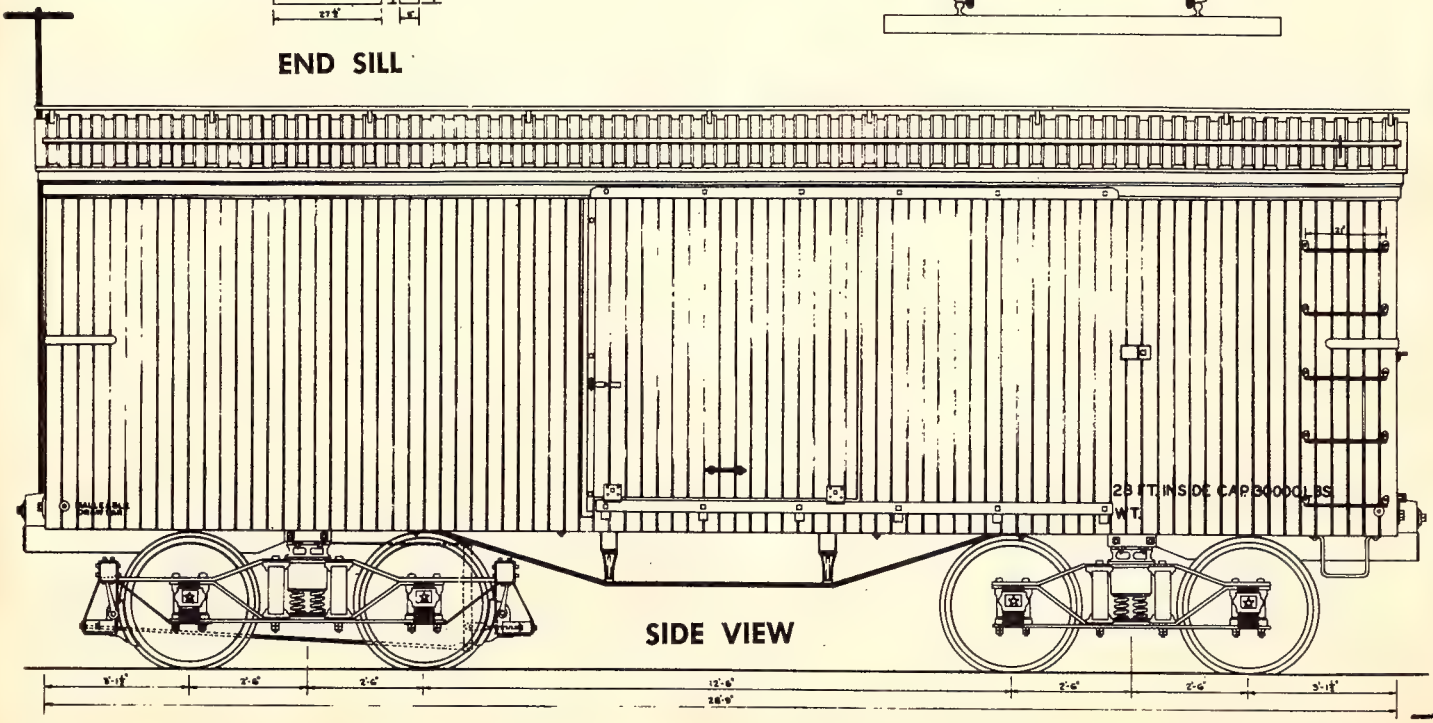
END A

END B





END SILL



SIDE VIEW

freight cars on the

a craftsman lettering & detail guide

As seen during the last great days of steam power.

Erie's steel cabooses are also bright red with white letters but now carry C prefix rather than the former O. Underbody detail is black.

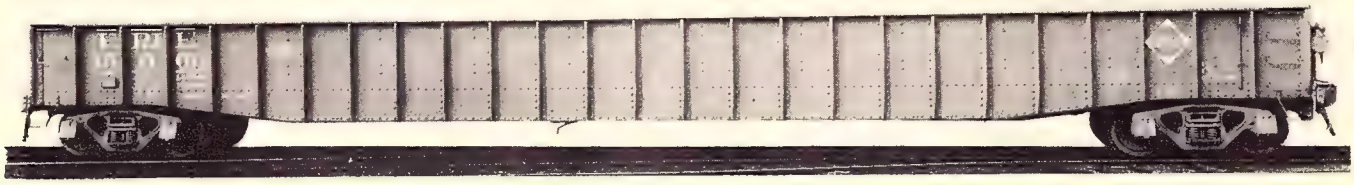
Old style wooden Erie caboose with truss rods was a common sight before Erie Diesels. Erie hacks are bright red with white lettering

ERIE FREIGHT CARS

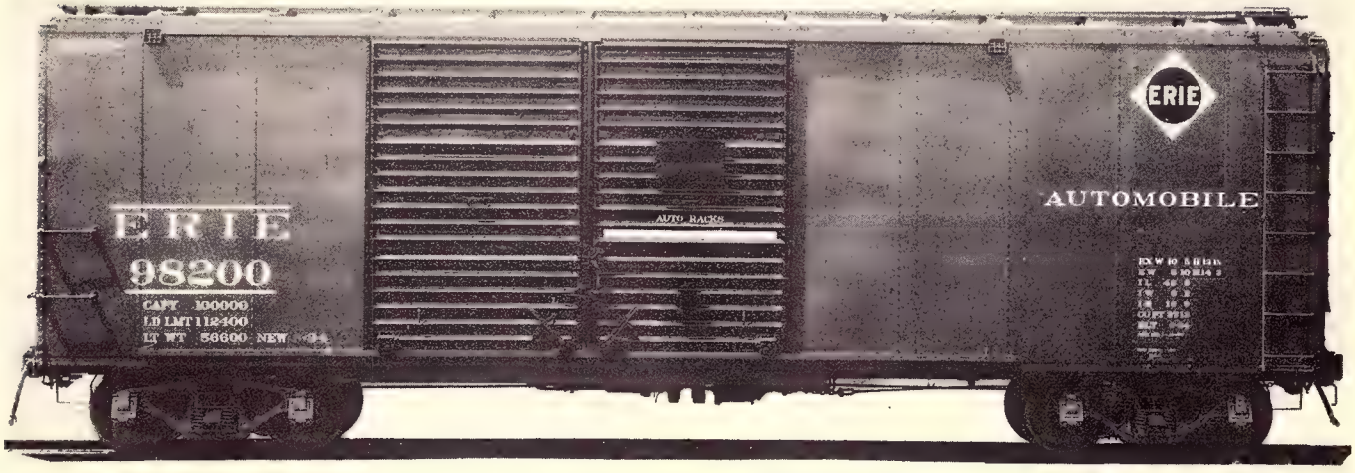
Rough basic outline of Erie rolling stock is shown below and while not complete is sufficiently accurate to prevent any serious errors in numbering your Erie freight cars:

CAR TYPE	APPROXIMATE NUMBER SERIES
Flat Cars (for handling car wheels)	06200-06299
Flat Cars, Depressed Center	7208-7212
Flat Cars, Others	7000s, 8000s
Gondolas	10000, 11000, 14000, 15000, 17000, 44000, 51000
Hopper Cars	20000, 21000, 22000, 23000, 24000-28000, 31000-33000, 38000, 39000
Hopper (Steel Ballast Cars)	B39800-B39949
Box Cars (Including Auto)	60000, 61000, 65000, 66000, 68000, 70000-72000, 70000-98000
Stock Cars	67000

Erie has thousands of hopper cars in 20000, 30000 series. Car shown is series 26500-27749. These are black with white lettering. Cars now have giant Erie diamond in place of small design shown. Solid trains of hoppers are not uncommon sight along Erie right of way in NY, Pa.

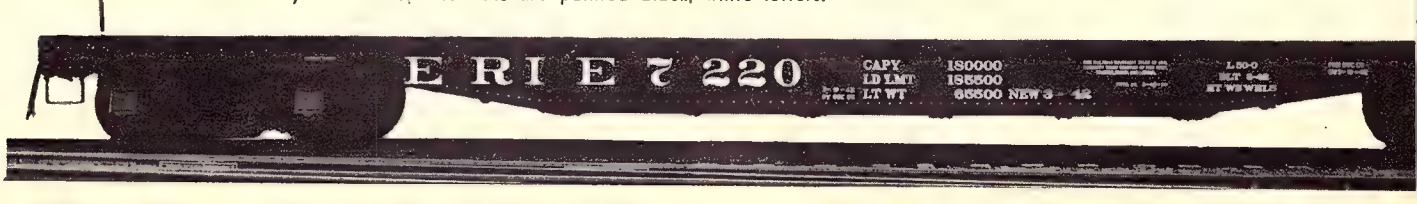


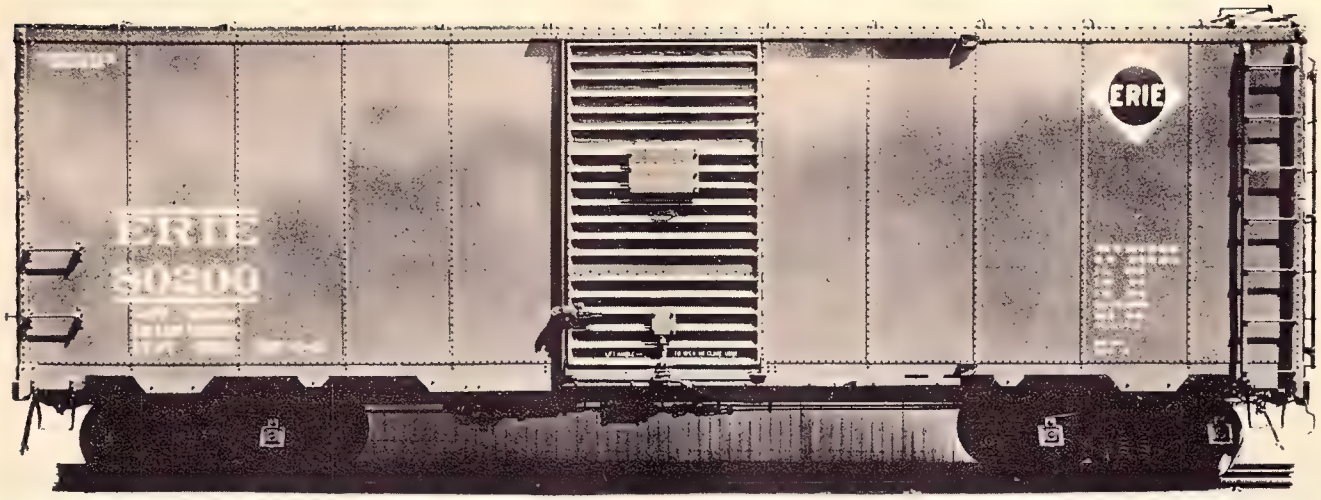
Erie has over 250 65' gondolas, series 14950-15249; paints them tuscan with white lettering. Lettering is same on all Erie gondolas.



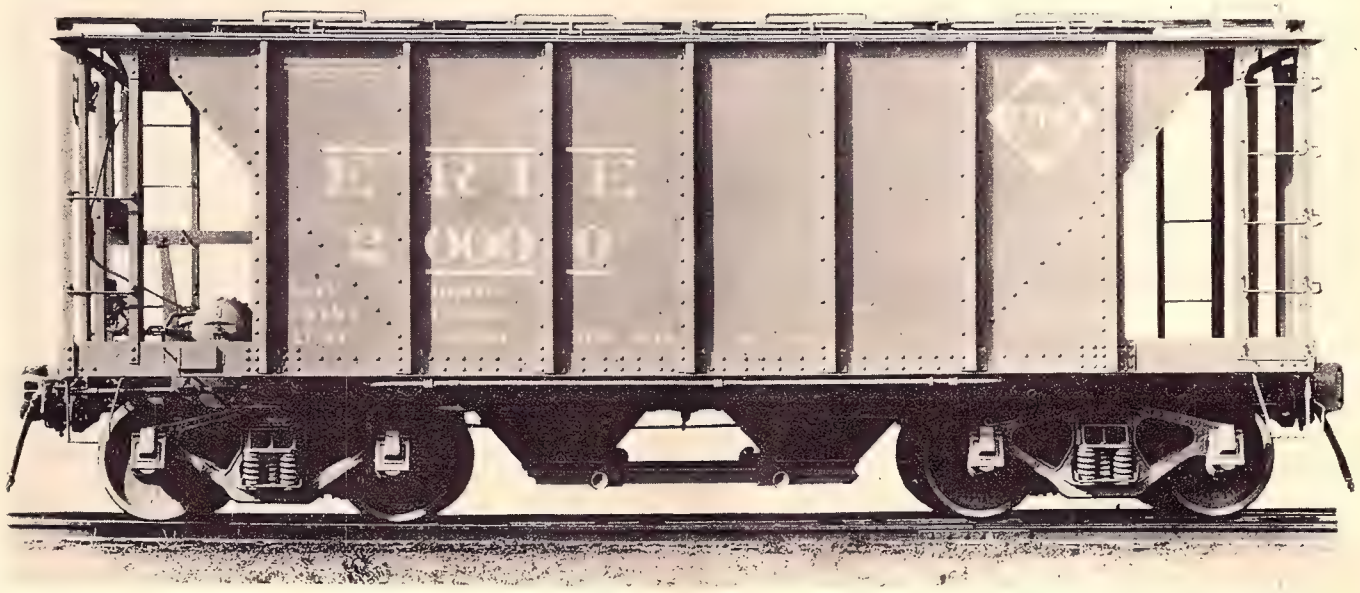
40 foot automobile car of standard design by ACF, differs only in doors and very minor detail from standard Erie box car. Auto cars have staggered doors. Almost all Erie cars now have giant sized diamond rather than smaller style shown here which is now obsolete.

Erie's wide clearances permit hauling of big loads. Series 7220-7224 were built by Greenville. Erie flats are painted black, white letters.

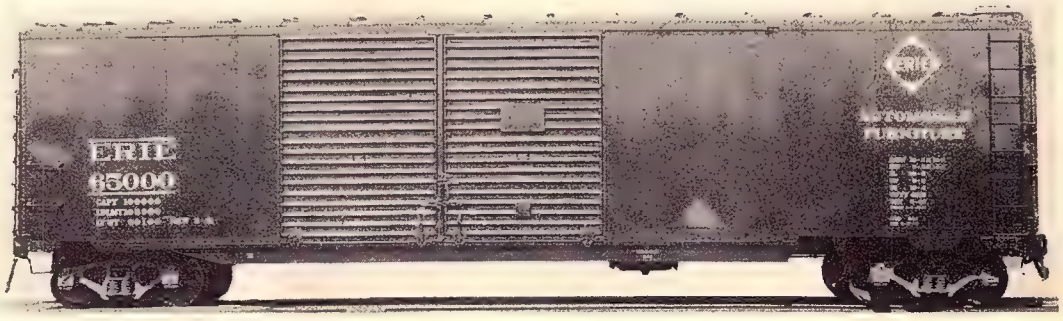




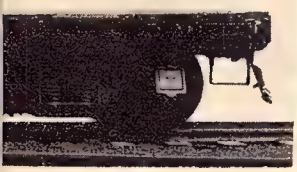
Erie boxcar with old style lettering. Car is tuscan red with white lettering and black circle on herald. Erie cars now have giant size herald in place of small design as shown in this view. Series 70000-93999.



Erie covered hopper cars are painted gray with black lettering in 20000, 21000 series. Photo shows car apparently in tuscan with white but photo dates back to 1934, which may have been correct at that time.



Erie automobile car of standard design



If your railroad is using or has used any coal burning steam locomotives, you should have at least one of these coaling towers on your road.

by Bill Schopp

N&W Coaling Tower

ALMOST all model railroads operate at least one steam type locomotive although in recent years some few modelers have broken with tradition and have decided on running their layouts as a strictly modern 100% diesel powered railroad. In either case, there should be in or around your engine terminal some vestiges of fueling steam locomotives. Even all diesel roads might leave an obsolete coaling tower standing, rather than go to the expense of blasting or pounding apart such a concrete structure unless high taxes would make it profitable to tear such a structure down.

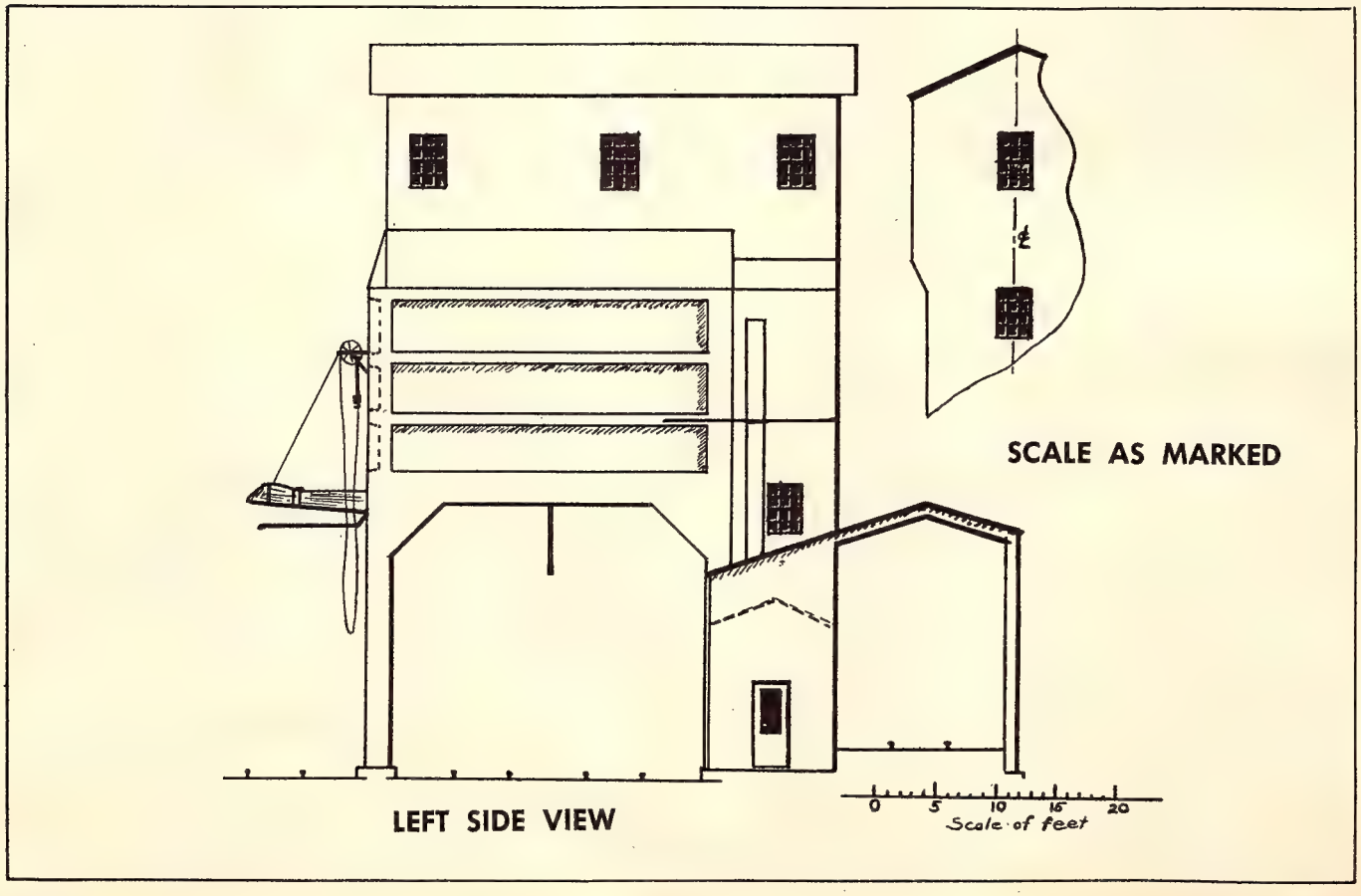
Steam locomotives were operated wtih three basic types of fuel. The first of which is wood and for all practical purposes, most of us may discount this as a source of power right from the start. The second is a low grade of fuel oil and the existence of several kits with oil type tenders makes mandatory the erection of some type of oil fueling facilities for those of us having these engines. However, most model locomotives, and indeed most prototypes as well, operated from power created by the burning of coal. Few things dress up an engine terminal as much as a complex looking coaling tower. The very size of a coaling tower makes it stand out.

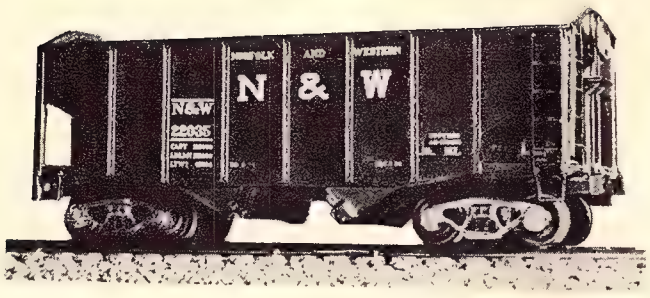
The tower described here was built for the Norfolk & Western Railway in 1907 which makes it of ideal vintage for those who don't want too new a railroad.

A word about the various types of locomotive coaling devices may be indicated here, especially since a growing number of our newer readers may very possibly never have seen a steam locomotive in action, least of all a steam locomotive fueling station. Perhaps the most primitive way of coaling a steam locomotive is simply shoveling coal into a tender from an adjacent hopper car. The Union Transportation Company and the Southern New York RR. both had an equally simple device: a platform or embankment level with the top of the tender and from which coal could be thrown or pushed into the ever hungry coal bin of the tender.

Also often seen was a small clamshell crane which also served the dual capacity of emptying the ash pit. Also quite common was the portable conveyor which is available in HO gage from many hobby dealers.

The construction of the N&W coaling tower is not a short job but the methods used are not difficult. The bin is made from bristol board of good stiffness, or of wood sheet. The house for the conveyor as well as the upright housing for the conveyor are made from similar materials. The windows can be made from heavy clear acetate scribed with window panes which are





then inked in. Your hobby dealer may also have other suitable windows available commercially. The windows should be made dirty, which is as the prototype invariably was. Dirty windows also have the double advantage of being difficult to look through, which eliminates the problem of having an empty inside if the windows would be clear.

The ten large uprights are cut from ¼" square precision cut wood. The upper part of most of these will have to be notched (except the corner posts), so as to fit around the bin itself. The corner posts must have their upper parts gouged L shape to fit around the corners of the coal bin. The slanting portions of these uprights can be put on later if you wish.

The following procedure is recommended for putting the legs in place. Cement the corner legs first. The straight corners of the bin will help keep these perpendicular. Then, across the bottom, cement another piece of the same type wood to act as the mutual pedestal for all five uprights on one side of the tower. Then, when the three in between uprights on either side are cemented in, they will be attached both to the bin at their upper end and to the pedestal at their bottoms. This will impart a rigidity to the tower and eliminate the need for holding while the legs are drying on.

Once the various legs are all solidly affixed, the horizontal members running between the uprights can be cemented in place. In cementing these pieces, avoid the presence of any joints since the building is supposedly a mass of molded concrete. Fit the little triangular joints in as smoothly as possible, again to show as little as possible of the joints.

The sand storage house at the left end of the tower and the sand drying house at the right are assembled next using the same materials as you used for the tower. In roofing the drying house, note that the roof extends out over the open-sides carhouse where cars dump their loads of coal into the under-the-tracks conveyor. This car house is little more than a roof with a few vertical braces at intervals on the open side.

The stack on the drying house is a piece of ¼" dowel braced as shown. The coal chutes can also be braced from the same material, but possibly theycan be bent more easily from bits of tin or shim brass. There are two chutes up under the rafters to serve the two cracks that run through the tower but possibly you will think as I did: omit them since they cannot be seen anyway.

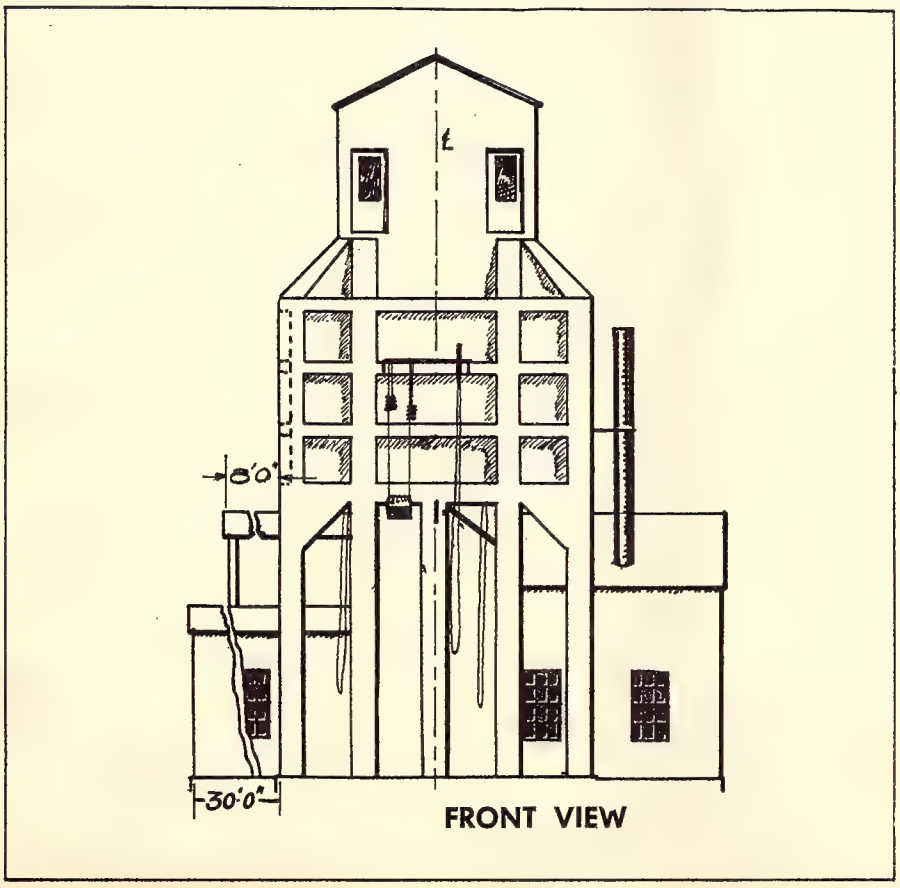
Sand is also dispensed from the tower in addition to the coal and serves as a partial reason for leaving the building standing after your road has scrapped its last steam locomotive, inas much as the growlers need sand just as the steamers did.

Once assembled, the tower is easily moved as a complete unit since it is all rigidly fastened together. I would recommend cementing it in place with a few dabs of cement to hold it fast, but don't use so much that a blasting job would be necessary to move the tower should it be necessary to move it. Unfastened coaling towers are fair prey to all kinds of horrible catastrophes: broken legs, smashed chutes, and the like. Its a good idea to spread a plaster mix all around your engine terminal area just deep enough to make it seem as though the tower were actually built on a foundation.

Most coaling towers are placed over the approach tracks to the roundhouse or turntable, which in this case would necessitate three tracks to the turntable plus a fourth for the hopper cars which feed this behemoth. It may therefore be preferable to follow an alternate suggestion and locate this structure along your double track mainline at a junction or small yard so that all through trains could fuel up before tackling the terrible Centa Grade.

Paint the structure a concrete color, which should be more of a creamy tan color than gray. Some model railroad paints simulate concrete rather well. Try and fill in any cracks before painting so that the finished result really looks like concrete and not like wood and cardboard painted an imitation concrete color. There is a difference. Smoke up the structure with a burning candle when the paint has dried. Carbon from the candle will smoke up the concrete in much the same manner that the prototype locomotives would have done. Locate the smoke marks over the track centers.

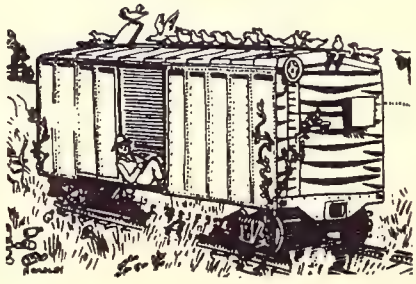
And for a few last suggestions. Try using fine sandpaper as the cover material on the roofs, painting it a flat black after you've cemented it in place. All of the adjacent grounds should also be a very deep flat gray.



FRONT VIEW

Trestles crossing another main line always offer interesting scenic possibilities and this scene on the Buffalo, N. Y., O gage club is no exception. Cliff Matteson's photo shows prototypical outside 3rd rail.

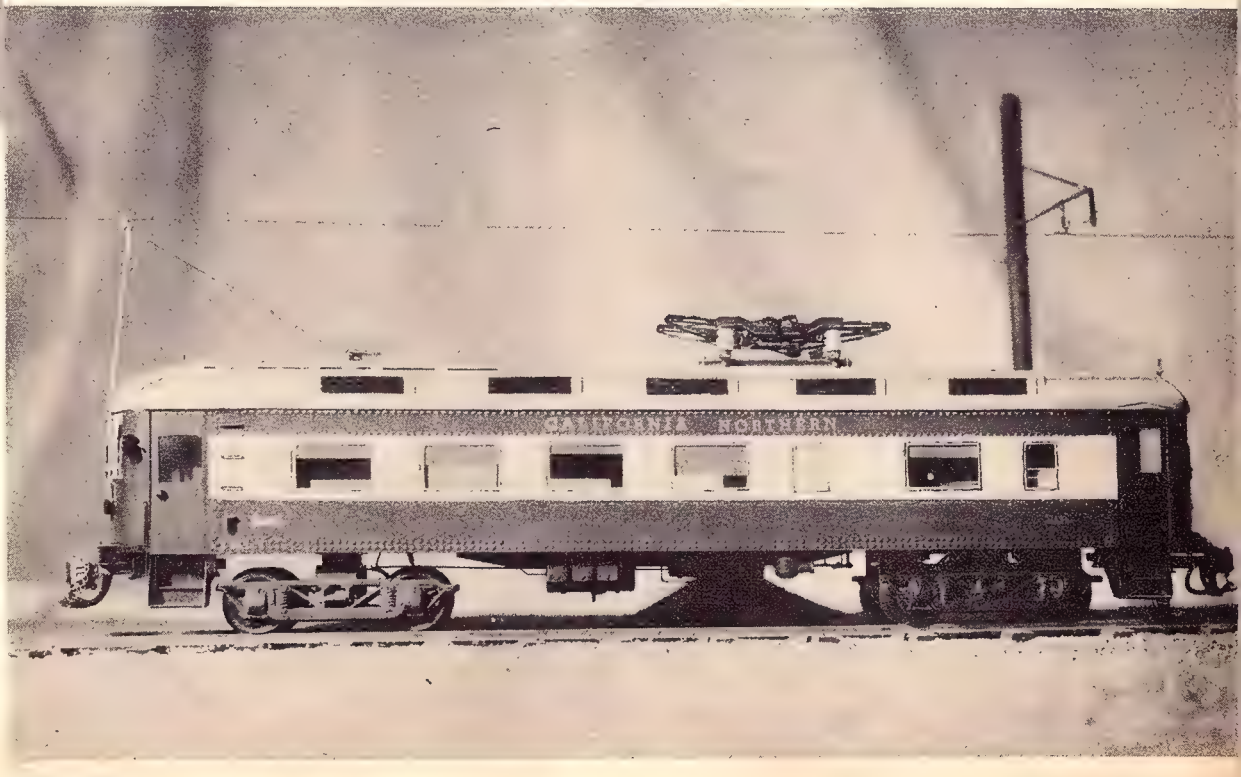
RAILROADS ON DISPLAY



We pay $5 for readers' photos used in this section. Send size 4x5 or larger prints to: Editor, Railroad Model Craftsman, Ramsey, New Jersey.

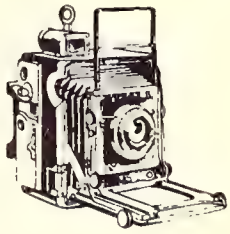
Russ Cook, of Hillside, N. J., added individual wood strip sheathing to a low priced cardboard Ideal mine building and came up with this weatherbeaten old structure that's loaded with the germs which give us model rails the itch to duplicate it and make one even better.

California Northern No. 200, a lush parlor car following Milwaukee Electric prototype except for pantograph which is used when car gets to town outskirts and high speed mainline. Painted crimson and cream with rubber stamped gold lettering, this high floored baby looks like she is really built for speed. The work of Cdr. J. G. Gillessie, USN.

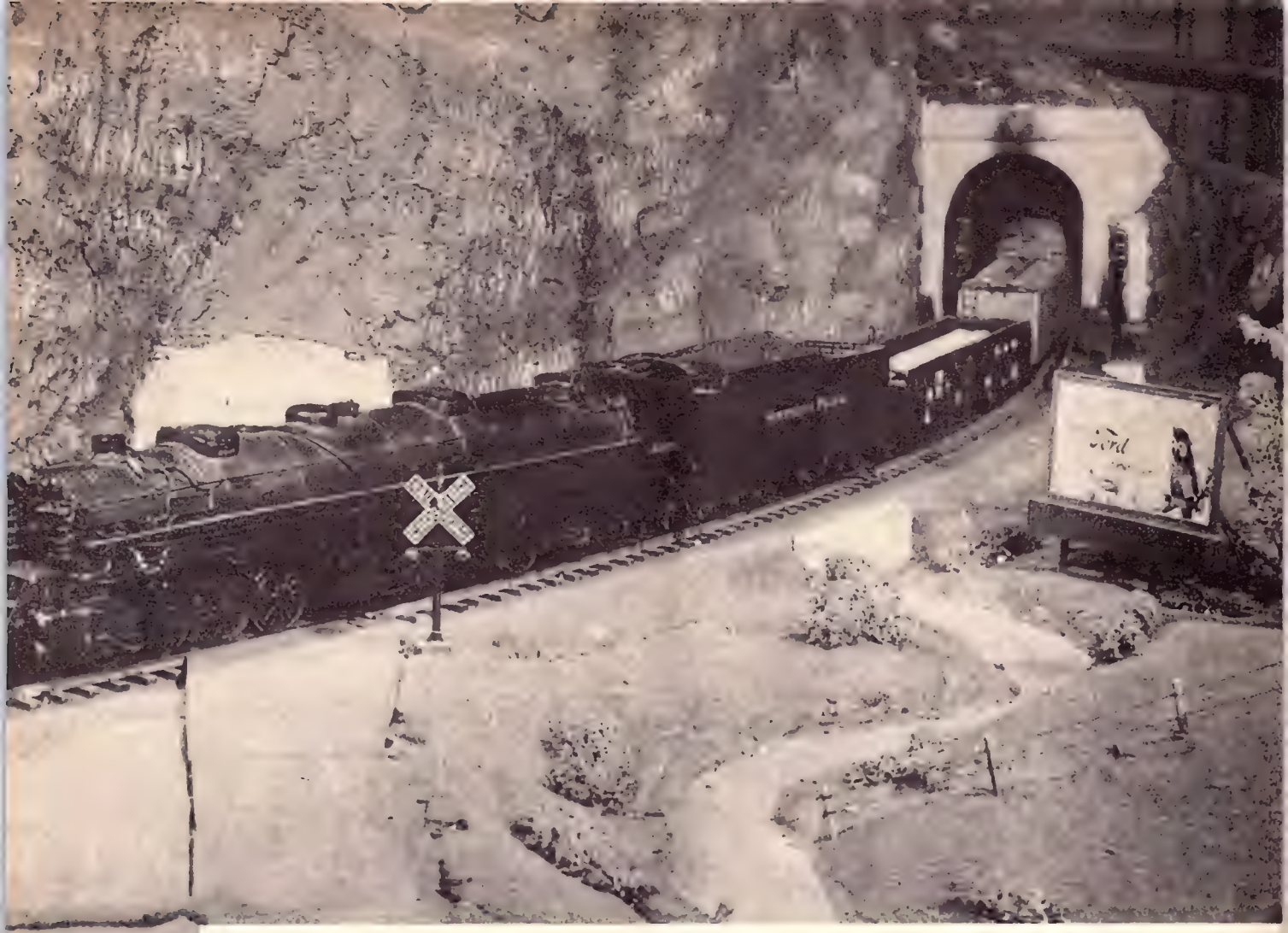


Heavy and as powerful as she looks is this Northern Pacific 2-8-8-4 with plenty of plumbing on the front end, shown wheeling a fast freight on the Buffalo, N. Y., club layout. An HO model of this O gage hog was offered around 1940 by Gordon Varney for wide radius.

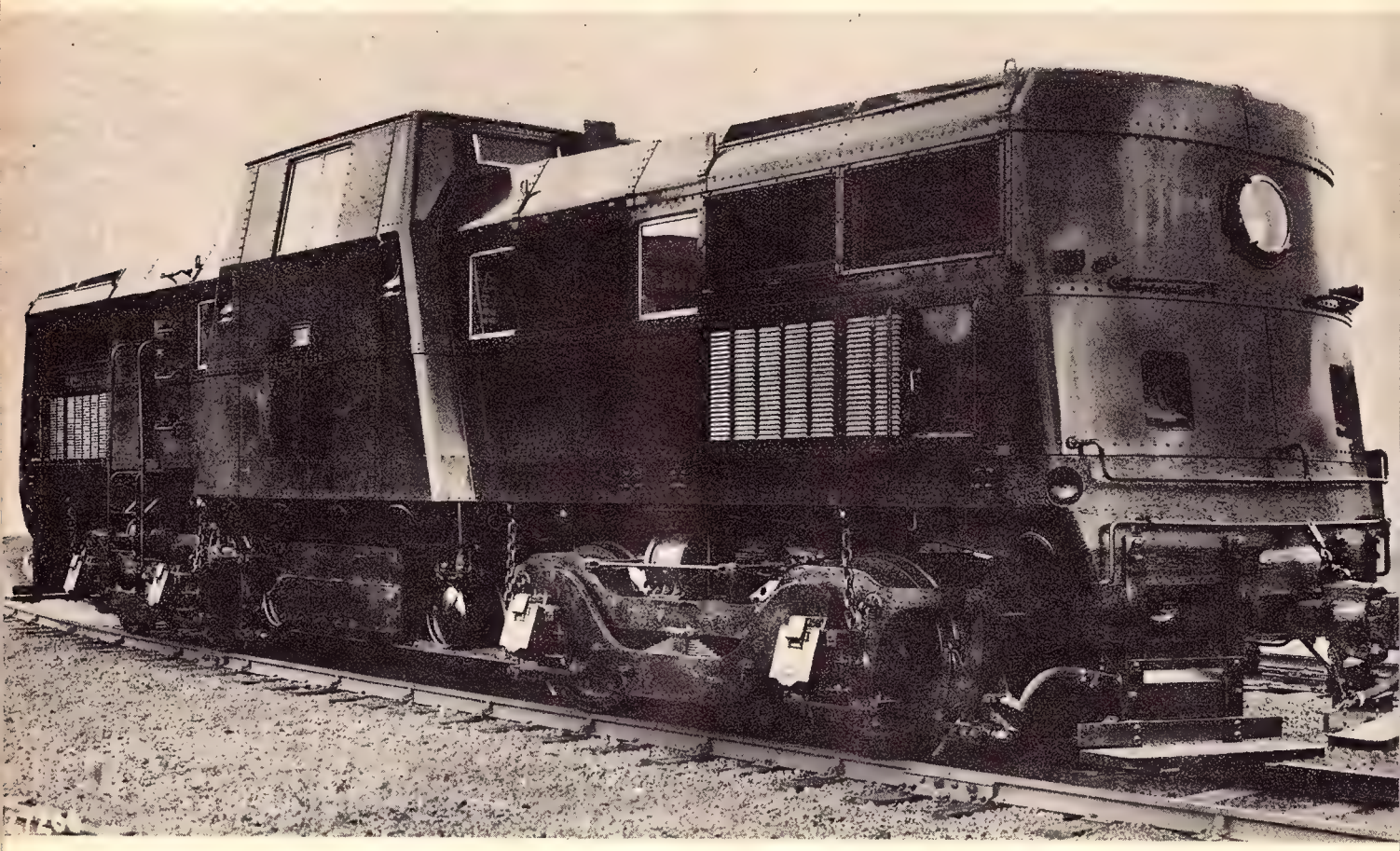
Covered bridge by Robert Klages, Columbus, Ohio, appears at first glance to have been modeled with a bit of artistic license in HO, but a check against a prototype photo reveals a high degree of faithfulness to the original, included warped sides and shingles.



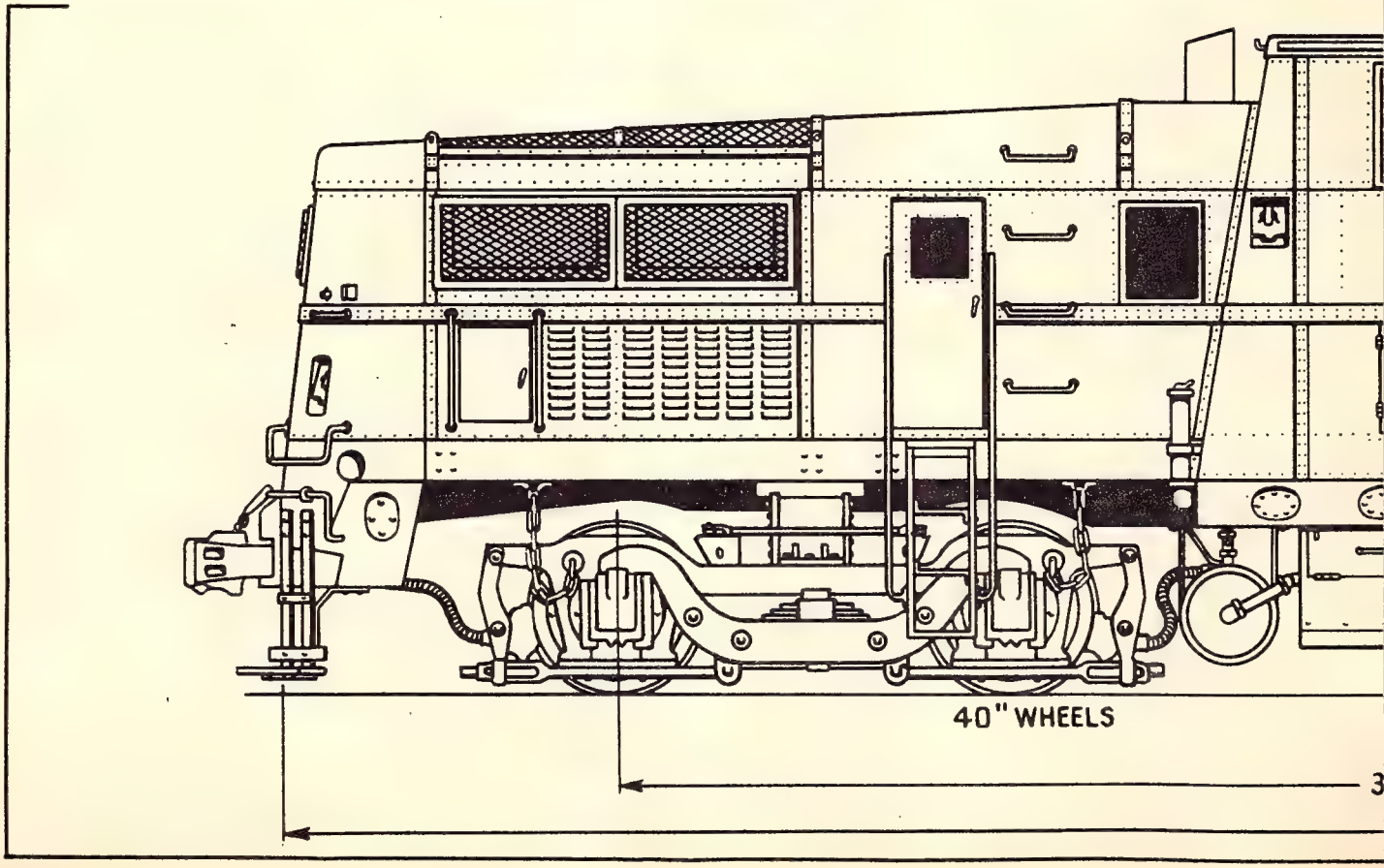
High stepping Milwaukee Road Hiawatha Hudsons have been out of service now for some time but they still roll off the miles on Russ Porter's Western Valley RR, an HO pike in West Allis, Wisconsin.



A spindly old wooden bridge crosses over a busy main line. Background hills are built up from wood scraps covered with wire screen and covered with plaster. Shrubs are made from dyed lichen. Grass and weeds are green and brown dyed sawdust. These items available at hobby shops.



WESTINGHOUSE 133 TON DIESEL

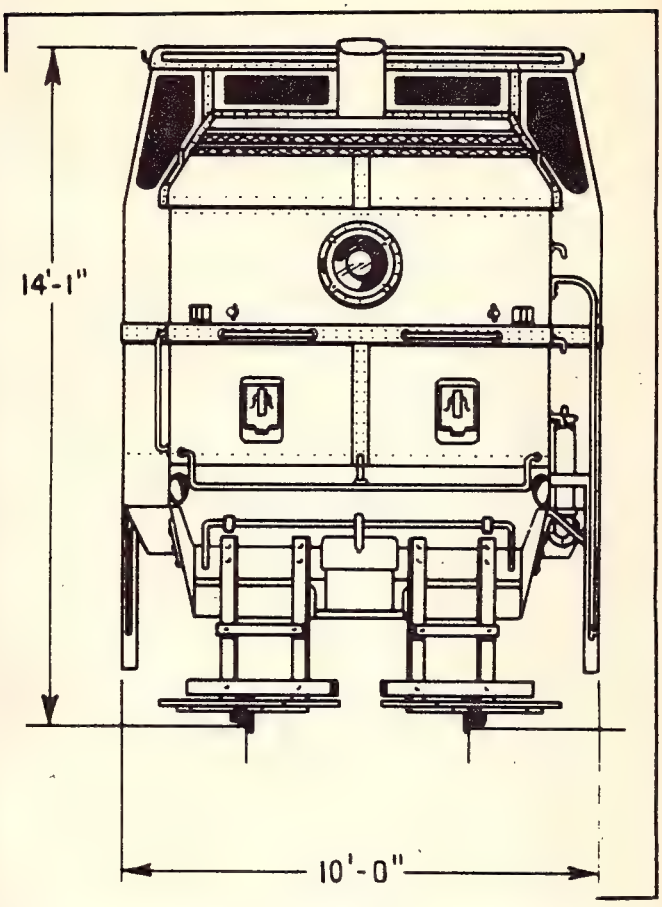


Westinghouse 1600 Hp. 133 ton

Diesel-Electric Freight Loco
Built 1936

Starting tractive force at 30% adhesion	80,000 lb.
Tractive force at cont. rating of traction motors	32,000 lb.
Speed at cont. rating of traction motors	15.6 m.p.h.
Maximum operating speed	50 m.p.h.
Minimum radius of curvature:	
Locomotive alone	85 ft.
Locomotive with load	175 ft.
Length over operator's cab & hoods	49'9"
Overall width	10'0"
Heights from rail:	
Overall at operator's cab	14'1"
Over hoods at ends	11'9"
Truck center distance	27'0"
Truck wheel base	8'6"
Wheel diameter	40"
Total wheel base	35'6"

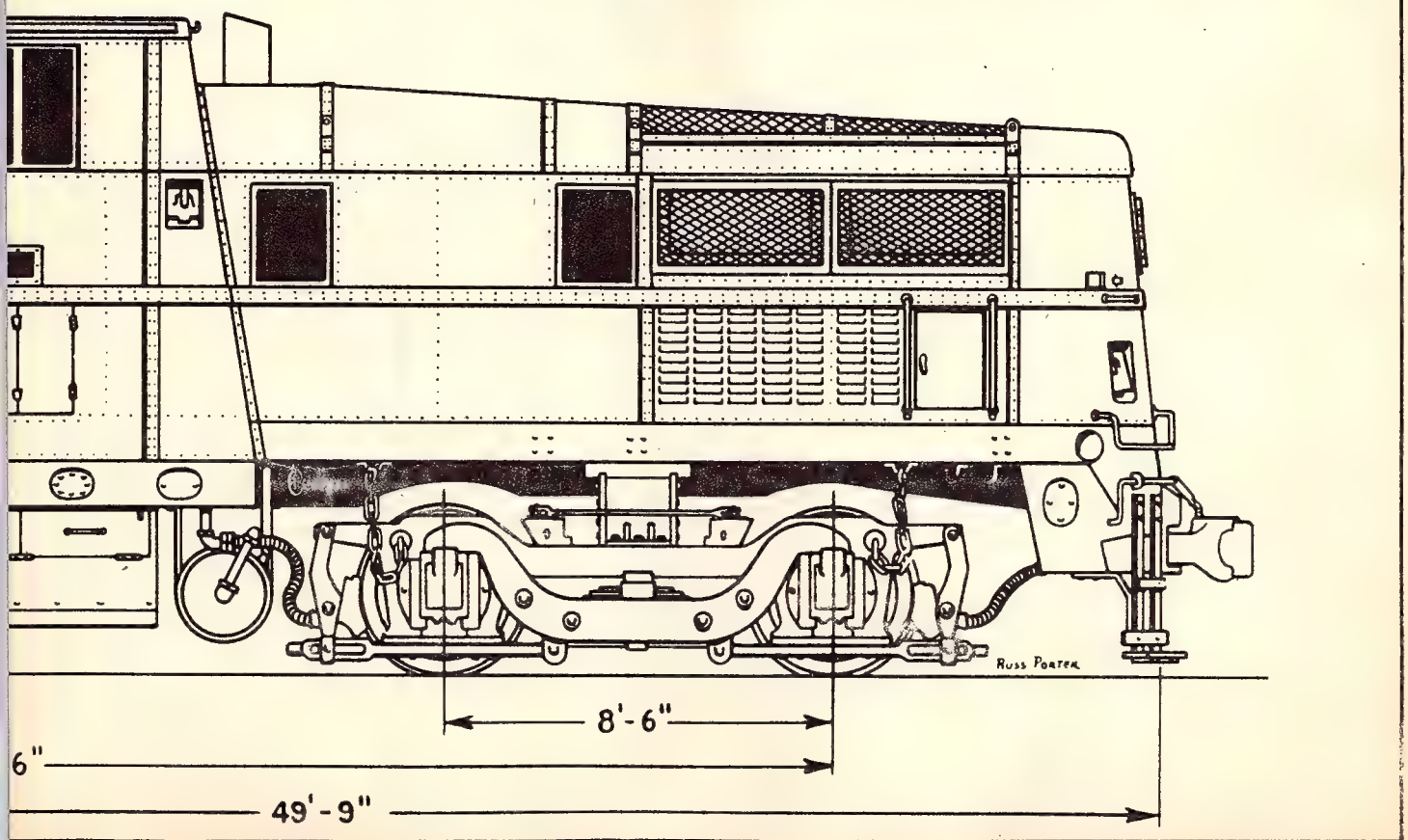
Two 12 cyl., V-type, 800 h.p. diesel engines capable of 900 r.p.m. are located in the hoods.



drawn especially for model railroad use by
RUSS PORTER

DRAWN FULL SIZE FOR O GAGE

ELECTRIC FREIGHT LOCOMOTIVE



PENNSYLVANIA RR DD-1

by Bill Schopp

LAST month we finished off the mechanism, which by now should be operating smoothly and efficiently. I realize, however, that some of you may still be waiting for your two frames, if you sent them out to be custom made. Those things do take time. In any event, we can start on the locomotive cab, or superstructure, to borrow a nautical term.

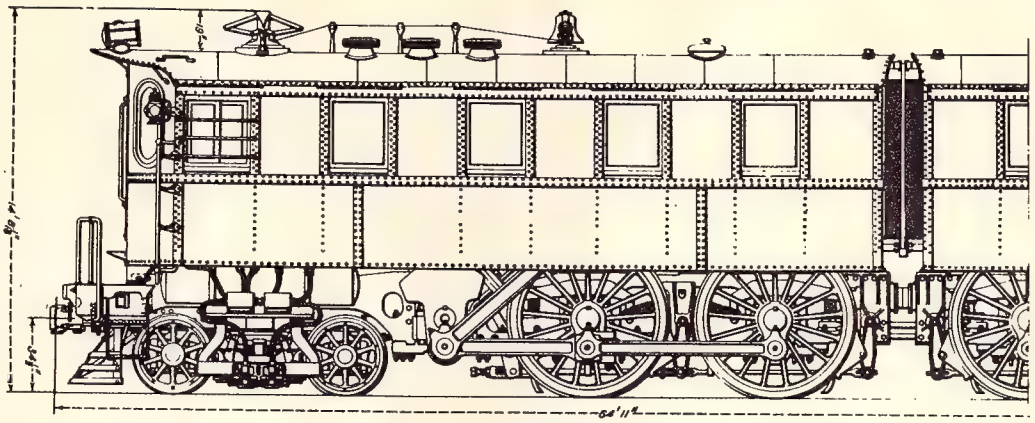
The cab can be built up of sheet brass, or even from cardboard and wood. Our little group had a quantity photoengraved on brass so that all marking out was done. You can mark your own out on brass but if you'd like to save the time, I still have a few left.

There is this one trouble with photoengraved sides, you cannot get more than two "levels," at least not without prohibitive expense. But I was able to get only two levels, the lowest one being the side plates, the second the belt rails, window sills, and so forth. Actually there should be an even higher level with the rivets which are noticeable in some photos. These **could** be applied by an overlay of thin shim brass or typing paper on which rivets have been typed. Actually the completed engine doesn't look bad without rivets. The windows and doors and so forth must be cut from photoengraved or any other sides using a jewelers' saw, working from a small hole drilled or punched in each opening. I find that using a 2/0 jewelers saw blade, I need practically no touching up with a file. Then the four components of each cab must be cut out, and the prismatic front ends bent to shape. Before bending, mark a line across the back of each bend, deepen with a triangular file. This will give a neat bend. The matching edges of each side and end should be beveled to 45° so they will join neatly when soldered. This could be done with a file, but I used the sander portion of a Burgess BVI jig-saw and sander. When the parts of each cab are assembled with solder, the fronts are the last to be installed, bent a little more or little less as necessary to match the width determined by the straight back pieces.

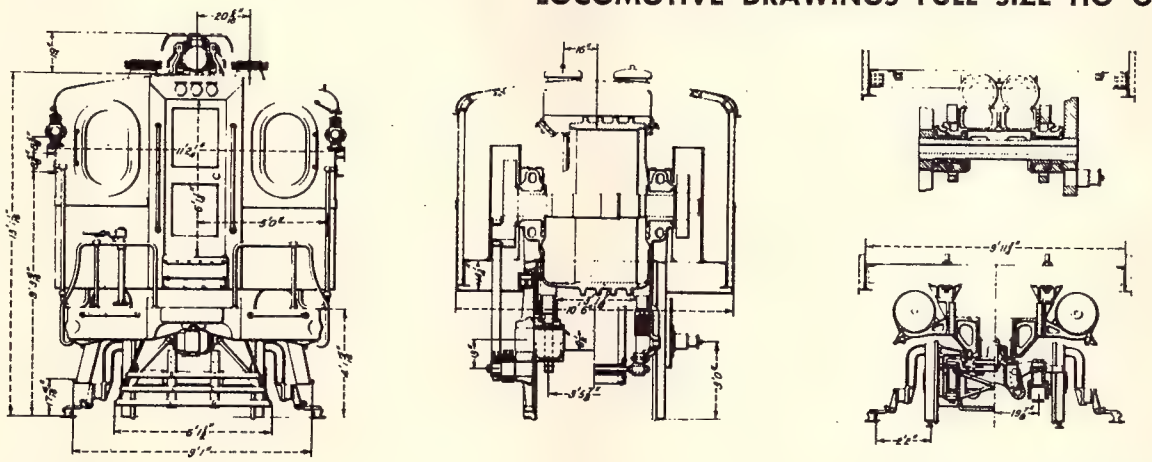
To me, the nastiest job is shaping the cab roofs from sheet brass. It is necessary to anneal the brass to be used by heating it red hot in the gas stove flame and allowing it to cool. The brass used for the roof should be .020" thick, or at the least .015", to avoid later denting. After the roofs have been shaped and soldered in place from the inside, their ends are trimmed to shape and the edges sawed off even with the sides.

Due to the location of the motor, each unit has a tendency to be nose-heavy which must be counteracted by plenty of weight in the back of each cab, which also increases weight for traction too. I used ⅛" thick sheet lead salvaged by a telephone company wireman I know and mashed flat in a vise. There is a piece of this on each side of each cab in the motor area, notched to fit around the windows. There is another piece at the back of each cab, drilled to clear the motor lead wire, and two more pieces in the roof. The side pieces are tack-soldered to the sides at the front, while other pieces are soldered to the sides.

As to details, there are numerous hand-rails on the front of each cab, which I form from .020" piano wire thrust into No. 76 holes. There are Varney oil marker lights on the four corners of the twin unit, thrust into holes there (paint yellow with plastic paint



LOCOMOTIVE DRAWINGS FULL SIZE HO GAGE



Plans courtesy Simmons-Boardman Publishing Co.

We conclude our HO model of the Pennsy DD-1 with construction of the photoengraved brass twin cabs.

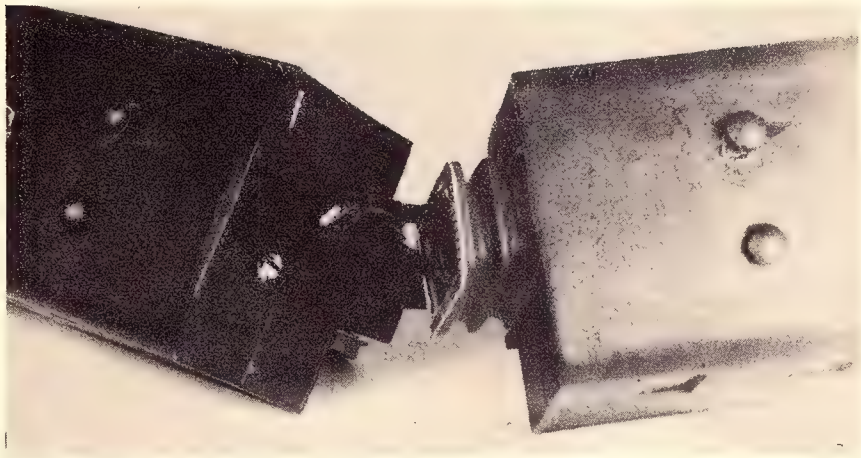
Part II
The Cab

first, insert jewels only when engine is finished). Bells are standard Varney vertical bell kits. Ventilators and sand hatches are made as follows: a No. 56 hole is drilled into a piece of 5/32" brass rod in a lathe, then slices about 1/32" thick are cut off. The same is done with a 1/8" rod. These are screwed to holes drilled No. 60, tapped 00-90, in the roof, using optical screws with a larger piece on top of a smaller one. When installed, the top of each vent is dabbed with flux, then touched with solder giving a nice flat dome effect. Probably certain roundhead tacks could also be used. The little pantographs used for cellection from the overhead third rail over congested trackwork are jewelers'-sawed from thin sheet brass as per pattern, then affixed with optical screws and a shoe soldered across the top of each. The bell-rope carriers are made from cut up pieces of HO valve gear pushed into holes in the roof and soldered, while the bell rope itself is a strand of flexible wire. I didn't install any whistles and cannot figure just where they were, about the likeliest thing being a vertical pipe shown running out of the roof just back of the engineer in some prototype photos. Only one diaphragm is used between the two units, a single MHP diaphragm with interlocking lugs cut off and cemented to one unit **after** completion of painting. A single 2-56 screw-hole is tapped into the back of each unit, right into the lead across the doorway, so that the motor lead wire from the other

The DD-1, unlike more recent electrics, does not have traction motors on each axle, but instead has huge motor in each engine cab.

Author's model in HO carries present low numbers, as against original 3900 series numbers as in the early railroad photo upper left.

Completed DD-1 units may be wired together temporarily with drawbar in place, for testing, before insertion of the headlights and painting. These units are ready for final coat; already have grey primer coat.



Each unit serves to pick up for its mate since insulated drivers are on opposite sides. Short motor lead wires are attached to screws in weight or back of cab, concealed by diaphragm. Unit takes 15" curve.

Underbody view shows differences in milled versus channel brass frames.

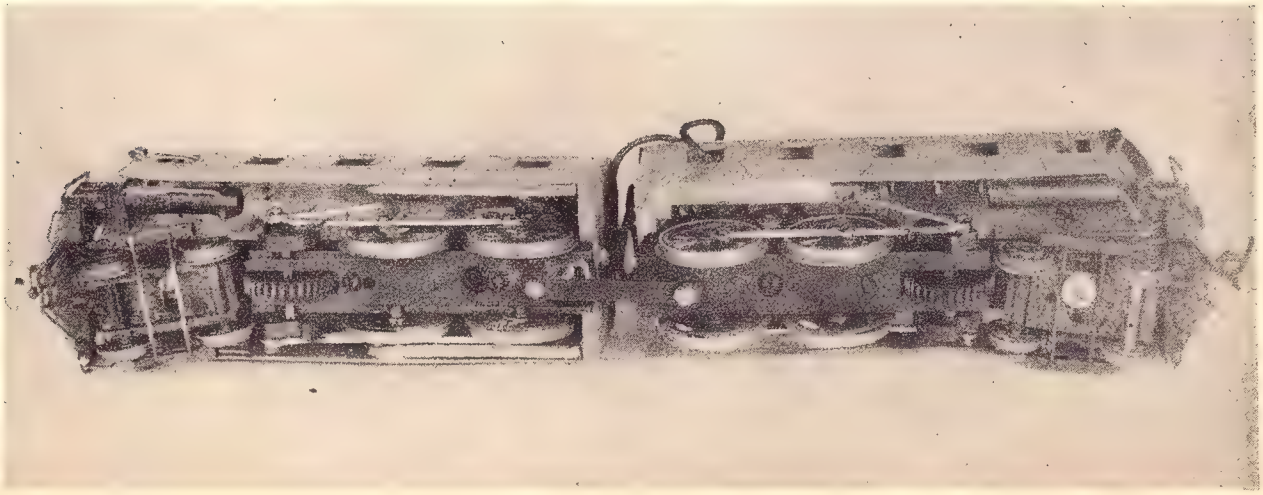
unit can be attached. These should be staggered so that one wire does not accidentally touch the other.

Attach the draw-bar, wire up the two units, and give them a good work-out. When you have them running smoothly, put on the headlights (if you do it before, a short in the headlight wiring will make you think the whole engine is bad), just pieces of 3/32" brass tubing sweat-soldered on at an angle. Insert GOW bulbs, run wires from them down through a piece of spaghetti through the roof and back to the brushes of the motor. Now when you remove the superstructures, they will be attached with the umbilical headlight wire unless same are unsoldered. Since these were tunnel engines, it is presumed that the headlights were on all the time—common enough practice nowadays.

Clean off the engines with laquer thinner brushed on so that paint primer will adhere, and allow the primer at least overnight to dry. Then apply

the finish coat of black model railroad paint. Unless you disassemble the mechanism, it is easier to brush this on. However the cabs may be sprayed after the wheels have been covered with masking tape and a little square of same put over the headlight opening to protect the GOW lamp. Any of the model railroad paints in spray cans may be used. I lettered my engine with decals, then snuggled them down with decal solvent.

About all that remained then was to put clear plastic glass in the windows. This was done with cement, except at the back cab windows where the plastic strips were pushed up between the sides and the weights. Incidentally, Sam Skean told me a neat little trick to use on plastic windows that have gotten smeared with cement: flow on a little clear varnish. It helps, although it is not a cure-all.



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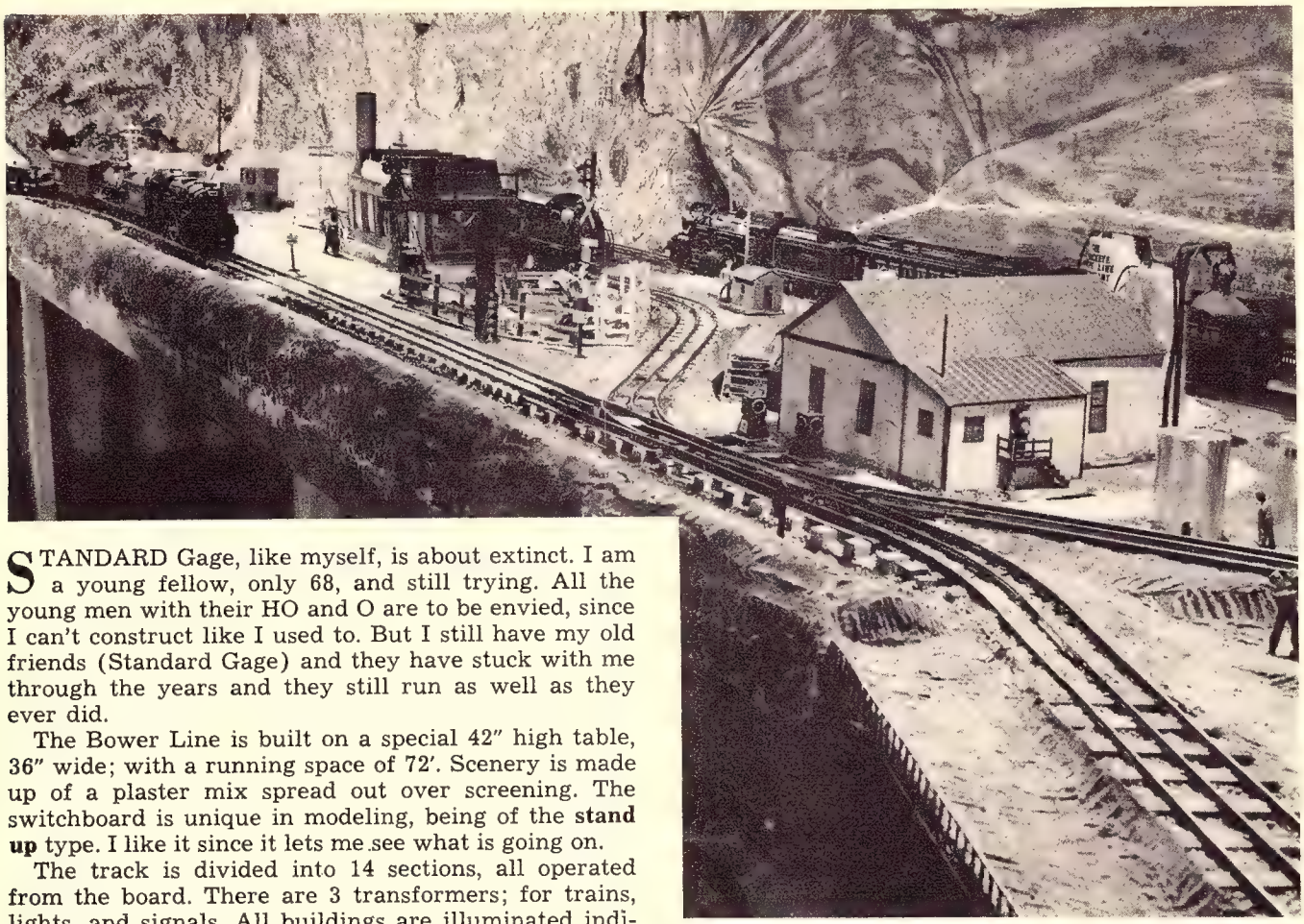


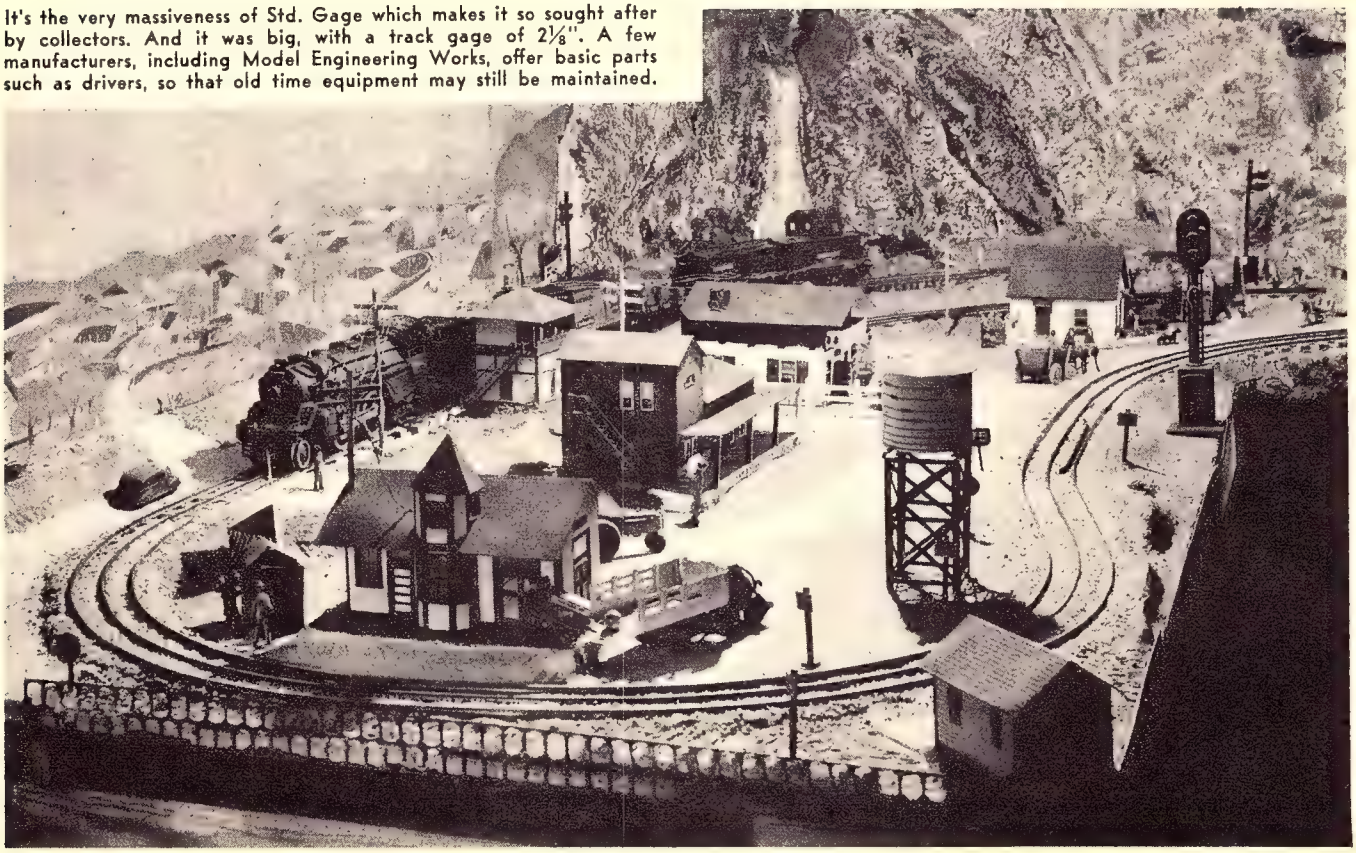
STANDARD Gage, like myself, is about extinct. I am a young fellow, only 68, and still trying. All the young men with their HO and O are to be envied, since I can't construct like I used to. But I still have my old friends (Standard Gage) and they have stuck with me through the years and they still run as well as they ever did.

The Bower Line is built on a special 42" high table, 36" wide; with a running space of 72'. Scenery is made up of a plaster mix spread out over screening. The switchboard is unique in modeling, being of the **stand up** type. I like it since it lets me see what is going on.

The track is divided into 14 sections, all operated from the board. There are 3 transformers; for trains, lights, and signals. All buildings are illuminated individually.

Long stretches of tangent track bring a realism to old time Standard Gage rarely found. The builder has remounted the original tubular rails on individual wooden ties, at the same time widening the curves.

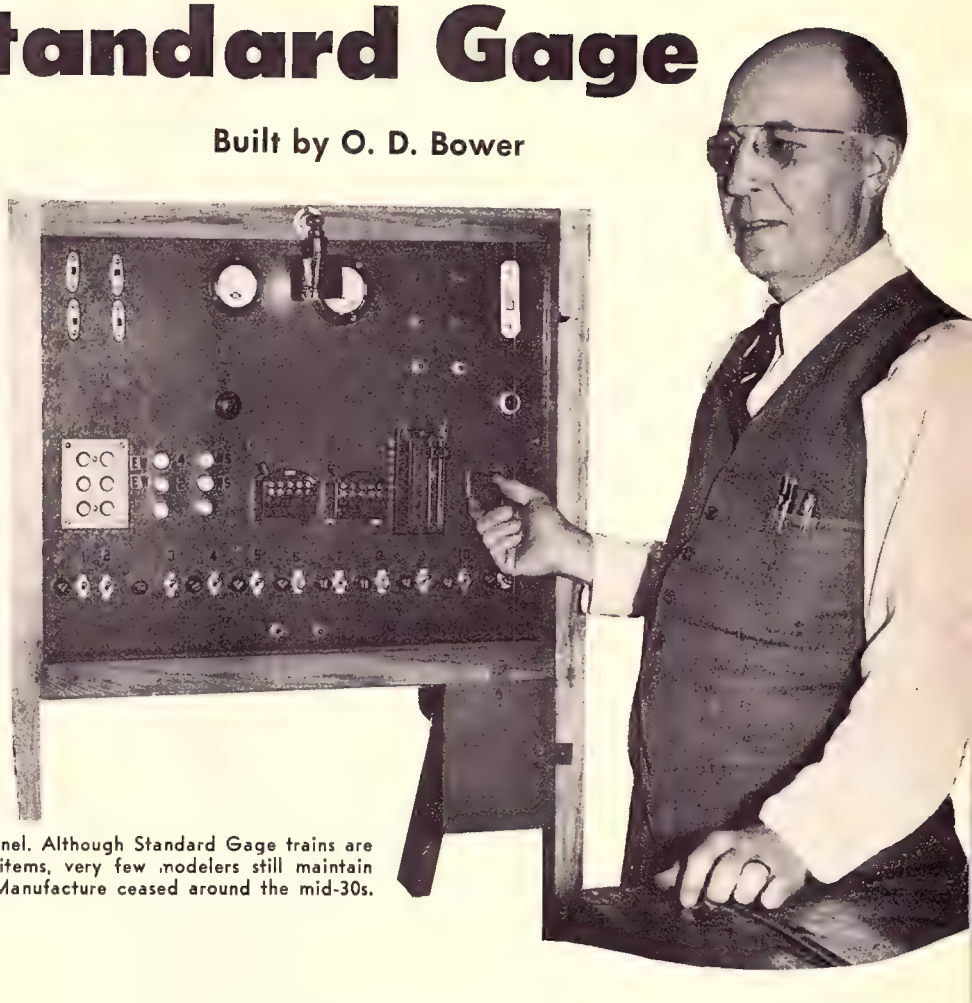
It's the very massiveness of Std. Gage which makes it so sought after by collectors. And it was big, with a track gage of 2⅛". A few manufacturers, including Model Engineering Works, offer basic parts such as drivers, so that old time equipment may still be maintained.



"THE" Standard Gage

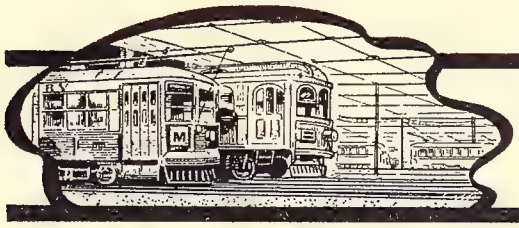
Built by O. D. Bower

"The young men with their HO and O are to be envied. I can't construct like I did but I have my old friends; they have stuck with me and they run."



O. D. Bower at his control panel. Although Standard Gage trains are widely sought as collectors' items, very few modelers still maintain this old gage for operation. Manufacture ceased around the mid-30s.

The Bower line is made up of both Lionel and American Flyer equipment, with a sprinkling of home built structures. Benchwork stands 42 inches high and 36 inches deep; Running space is 72 feet long.



The Car Barn

PITTMAN MODEL 500-1 CONVERSION

Here's another Pittman conversion typical of the 1920 vintage cars used on many of the country's biggest street railway systems. It requires no special expensive power tools; few extra parts.

by Len McVity

Model 500-1 Conversion*

(Instructions apply equally well to Model 501).

THIS car was converted to one-man operation. The first procedure was to close off the righthand rear doors, leaving only a front entrance on each side. As an alternative, the cars can be converted to single ended operation by filling in the front and back doors on one side.

The right front steps on the cast platforms are cut off as follows, and are soldered on in the folded position:

1. File notch parallel to step for entire depth of step.
2. Cut off step with a jeweler's saw at point (a), working from front of step. (Figure 8).
3. File step smooth at saw cut.
4. Cut two brass strips 1/16" x 1/2" x 5/8" for each step.
5. File bottom of step-back until smooth.
6. Solder two brass strips to the step previously cut off, leaving sufficient length of rod to bend for step support (Fig. 9). (Use Sal-Met Soldering Flux).
7. Hold step upright against step-back, insert a thin cardboard shim, between step and back, and bend brass supports around to the back. (Figure 10).
8. Solder the step supports to the rear of the step back.
9. Remove paper shim.

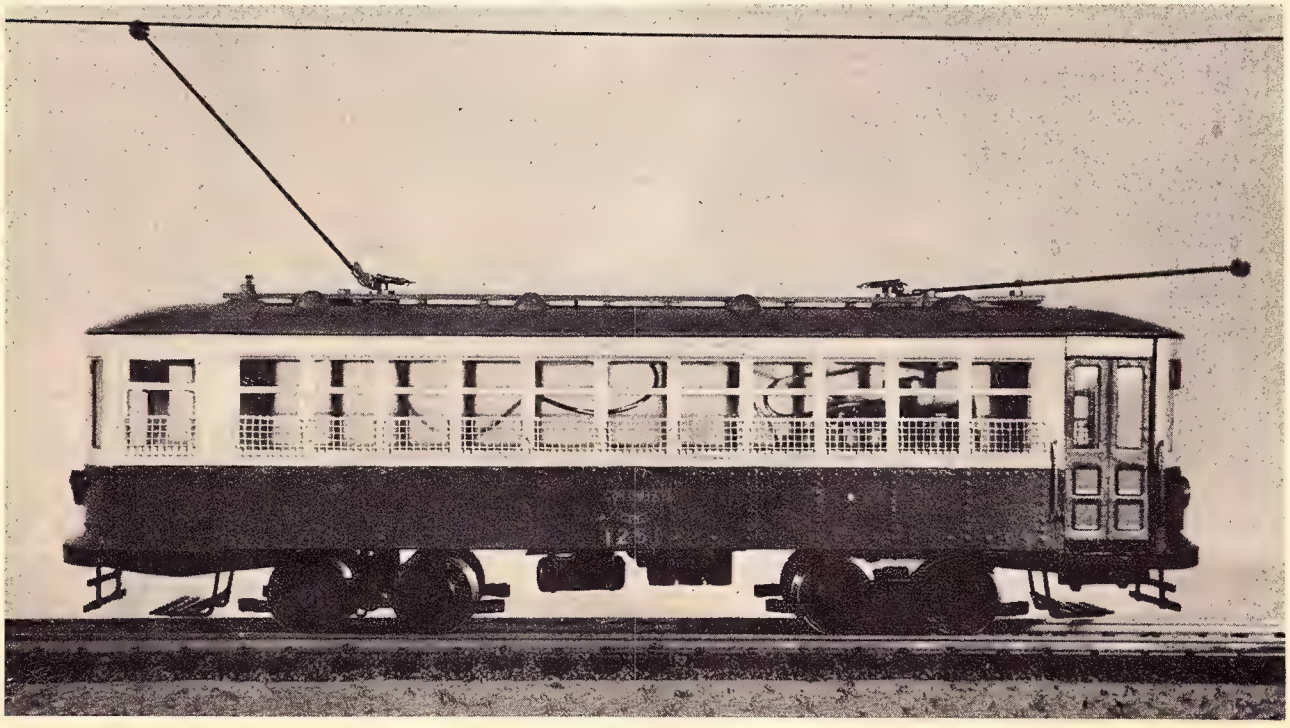
The lefthand back steps are then cut off, with a jeweler's saw. Follow the angle of the side brace for 1", starting at the body end of the braces, and then taper up to the front. (Figure 11). Fill the gap left with plastic auto body "solder" (Figure 12). The auto body solder can be built up to shape with a knife kept moist with lacquer thinner. Leave overnight and file smooth to resemble the knees.

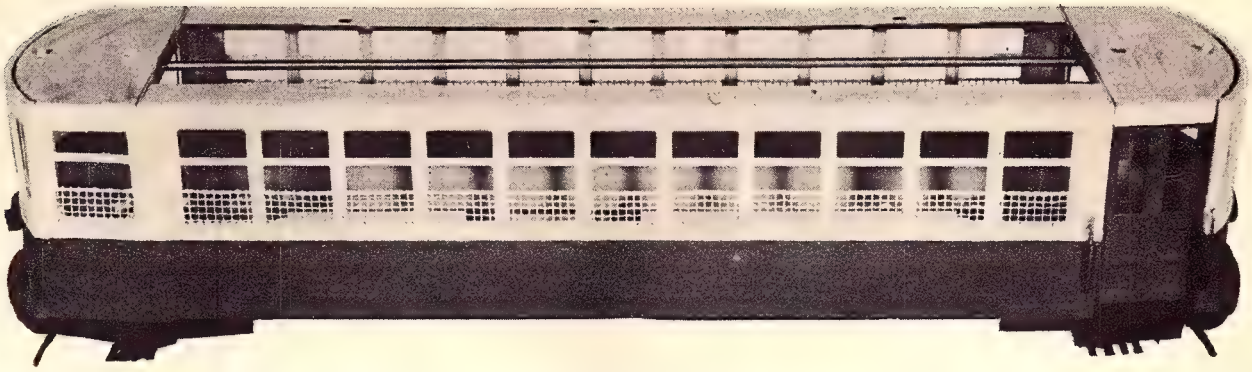
Now cut out the center panels of the left front door assemblies with a small jeweler's tinsnips. The door panels are of soft steel and can easily be filed smooth. File the top strip until it is about 3/32" thick.

Cut a piece of balsa for each door 1/16" x 29/32" x 1 23/32" and then cut out an area 29/32" x 5/8" (Figure 13).

Screw together temporarily one car side, hood, and platform, and hold the door assembly in place on the rear side. Cement the wood piece just prepared to the door frome which has been cut out, holding the wood tightly against the body side for about a minute so that it will be

One man city car of the Colonial Transit System, No. 1251, fitted with rivet detailed sides, new fenders, handrails, retrievers, and other details, mostly by Wagner Car Company. Car has scale trucks.





CTS No. 1252, identical to the 1251 on the opposite page, but fitted with marker lights, couplers, and heavy duty pilot, for use in inter-urban service. This car has large flanges for use on toy train track.

in the proper position when the cement has set. Set the door assembly aside to dry.

Cut out a cardboard side and window detail as per template furnished. Cement the two parts together, with the window frame on the inside. (Figures 14a and 14b). File the balsa piece cemented to the door frame to about 1/32" thick so that when the cardboard side is cemented on it will be flush with the steel body side.

At this point, the entire inside of the car and the outside of the ends should be painted since it will be necessary to partially assemble the car to complete the closing of the back vestibule.

Glce rectangles of cellutate 24/32" x 28/32" to the back of the metal vestibule door windows, and 29/32" x 28/32" to the back of the cardboard vestibule side windows. Assemble car andand cement cardboard side to wood, fitting flush to leave a minimum gap and trimming with a sharp knife if necessary.

The car is now completed by cementing paper rivet detail to the sides, vestibule closings, and ends. The rivet detail is made in a typewriter on a good grade of letter paper, by removing the ribbon and striking rather lightly. A blotting-paper backing-sheet will improve the shape of the rivets. The side and end details are shown in the template. (Figures 15a, b, c, d).

The rivet strips are cemented to the body with Pliobond, and are trimmed at the bottom with a razor blade.

Because typewriter spacing is a little too large to exactly coincide with the side window frames, the paper side detail has to be cut as shown on the template. The three pieces are cemented to the sides with vertical rivet rows approximately centered beneath the window frames. The vertical rivet strips cut out are then cemented on top of the paper sides.

Vertical rivet strips the antire height of the car side are cemented over the small gaps resulting from inserting the vestibule panels. A plain paper belt, cut to match the metal belt rail, is cemented on the new vestibule sides and along the body.

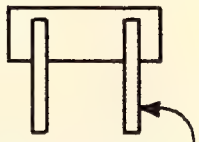
Anticlimbers are made for the ends after assembling the ends and platforms. The anticlimbers are molded from plastic autobody solder

Body view showing brass brace rod through centers of hood braces. Window screen was used for window guards. Wagner Car Co. now has cast window bars made especially for purpose. Windows are acetate.

FIG. 8

FILE HERE TO STEP BACK AND MAKE SAW CUT PARALLEL TO STEP.

FIG. 9



1/16 X 5/8 STRIPS

FIG. 10
SIDE VIEW

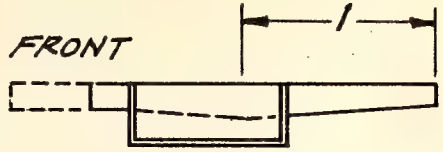


FIG. 11

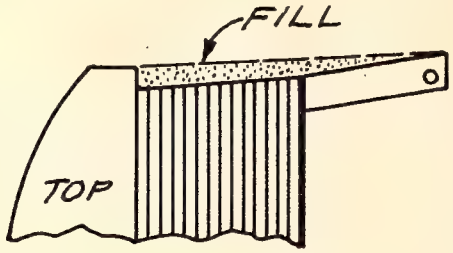


FIG. 12

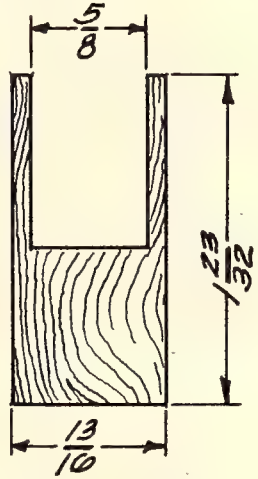


FIG. 13
(BALSA)

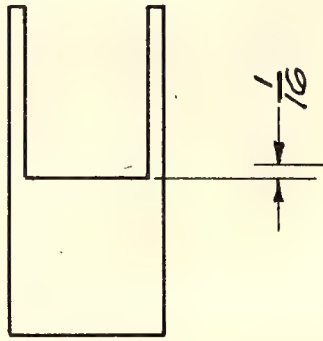
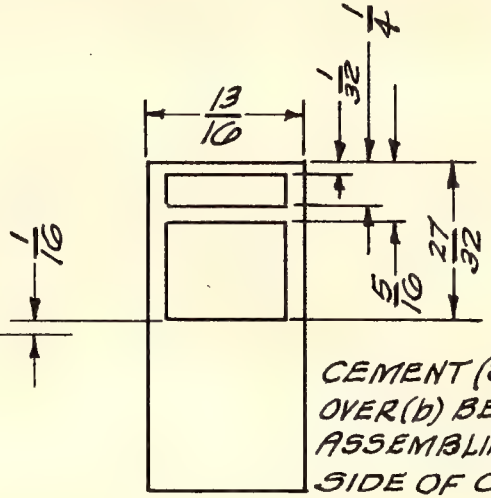


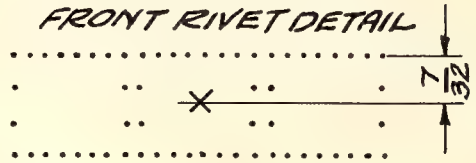
FIG. 14a
(CARDBOARD)



CEMENT (a) OVER (b) BEFORE ASSEMBLING TO SIDE OF CAR.

FIG. 14b

FIG. 15a
FRONT RIVET DETAIL



FOR HEADLIGHT CUT OUT 5/32 CIRCLE WITH CENTER AT X

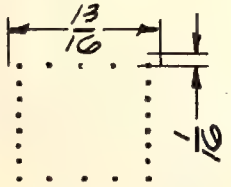
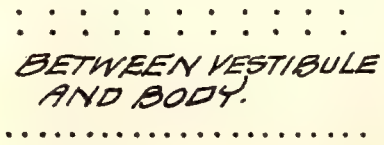


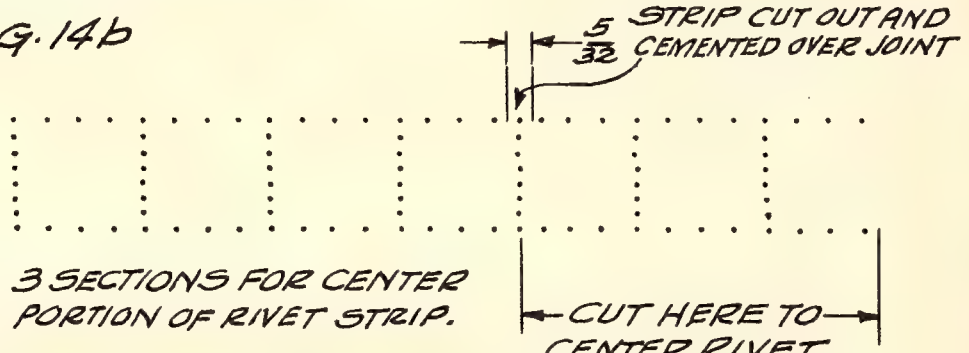
FIG. 15b
VESTIBULE RIVET DETAIL



BETWEEN VESTIBULE AND BODY.

BETWEEN FRONT AND VESTIBULE

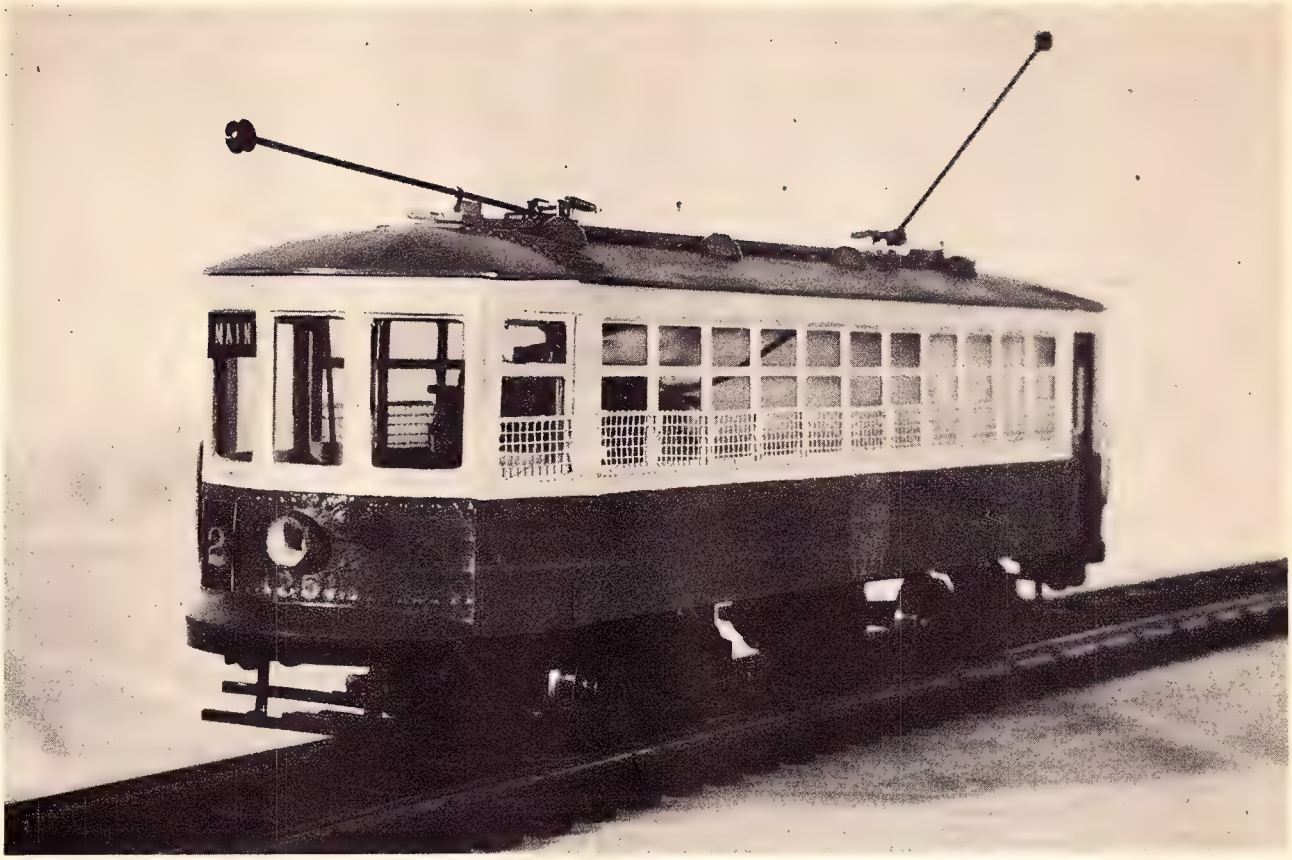
FIG. 15c (RIVET STRIPS)



3 SECTIONS FOR CENTER PORTION OF RIVET STRIP.

4 SECTIONS FOR BOTH END PORTIONS. FOR ENDS DO NOT REMOVE OUTSIDE ROW OF VERTICAL RIVETS.

FIG. 15d
SIDE RIVET DETAIL



Quarter view of car 1251, equipped for city operation. Changes in details can change the appearance even more: different type dashers, destination route signs, new headlights in varied locations, basket type fenders. Easiest and biggest change is in variant paint schemes.

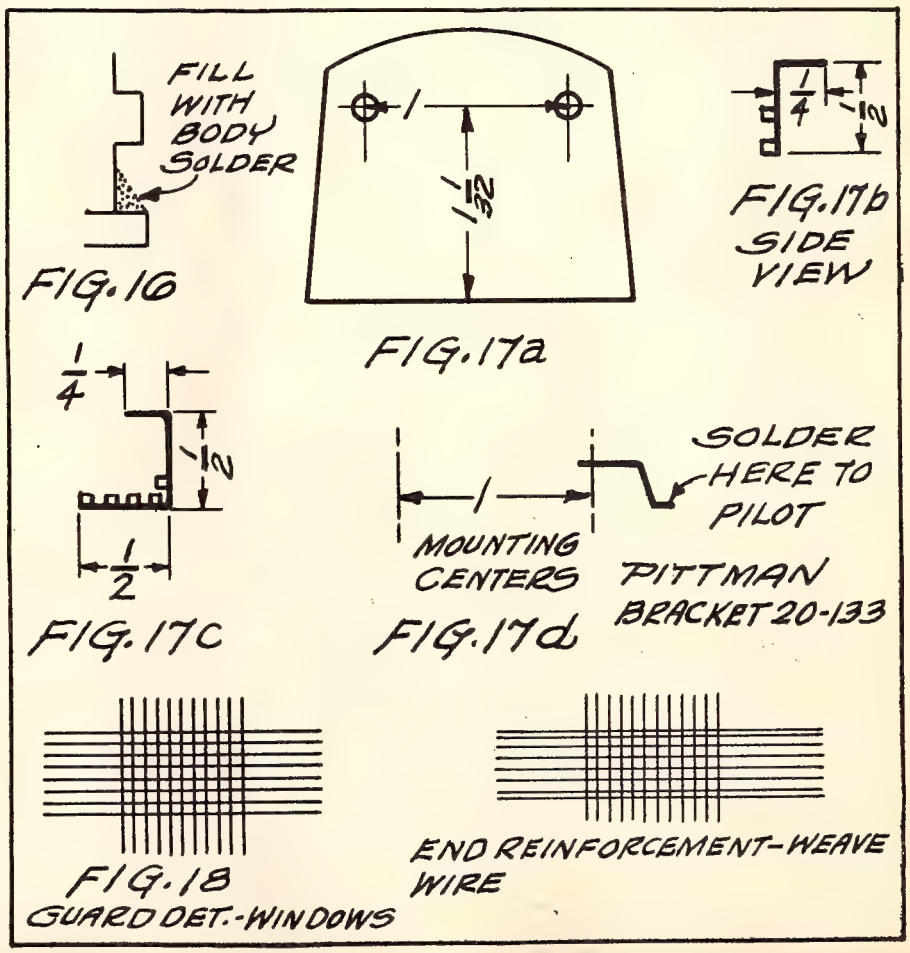
smoothed with lacquer thinner. See (Figure 16).

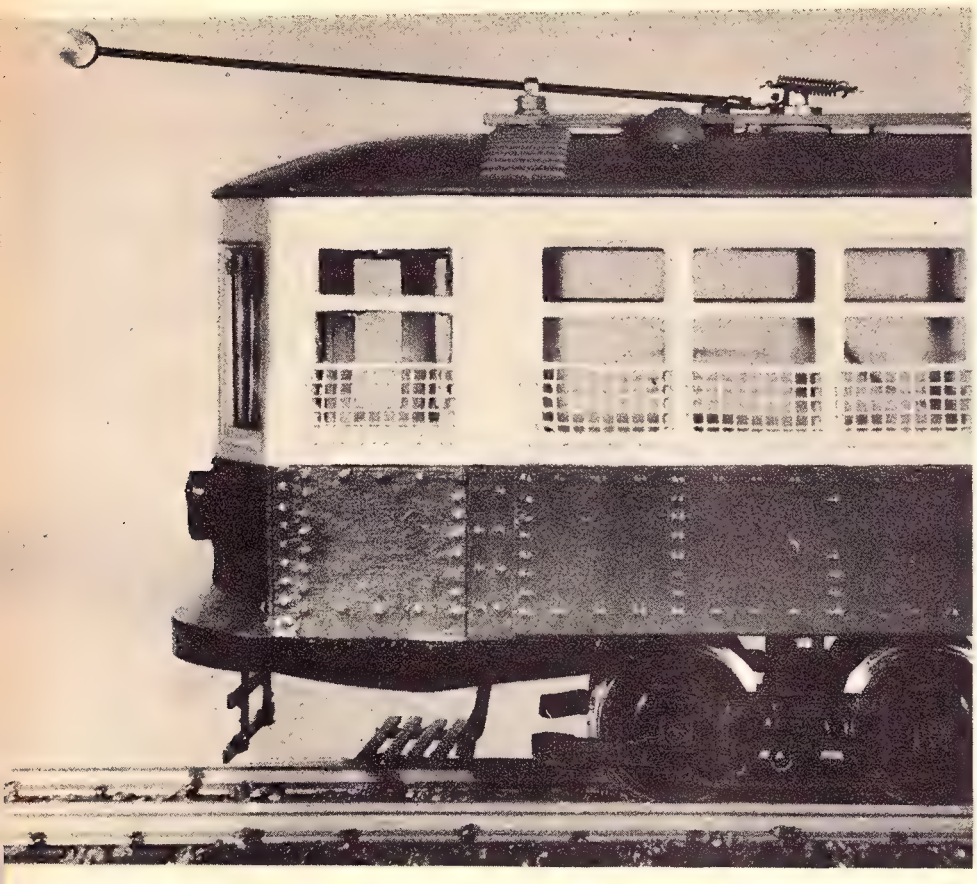
Model 500-1 cars are also finished with retrievers, and underbody detail similar to those used on Model 501. Hand rail supports are installed for only the front entrances, of course.

In finally assembling both types of cars it was felt that the ends might "hog" unless additional top bracing were used. The hoods for one end were drilled and threaded at one end for a 2-56 screw (No. 42 drill). A brass rod 8" long and .085" diameter was threaded for ¼" at both ends with a 2-56 die, and one end was screwed into the threaded hood. The other end was passed through the hood with the larger hole. Since clearances were close, the area where the 2-56 nut would be placed was relieved with a bur, so that the nut could be tightened easily to hold the hood braces snug against the body, and the brass rod was drawn up tight. This longitudinal rod is shown in one of the construction photographs.

The final details are the installation of the fenders and pilots. For the two city cars the fenders are made as follows.

Cut a piece of 1/64" brass plate for each fender to the shape shown in Figure 17a. For each fender, cut the following pieces from 1/16" x 1/32" brass strip.





Approximately full size view of the one man city car, showing left front modification detail. The addition of rivet detail overlay sheets gives car much heavier, more modern feel. Brill 27-G trucks shown.

8 pieces 1¼" long
1 piece 1½" long
2 pieces ¾" long

Bend the ¾" pieces as shown in Figure 17b.

Bend two 1¼" pieces as shown in Figure 17c.

Insert the pieces shown in 17b in a vise, and solder the 1½" length at the bottom and a 1¼" length spaced ⅛" above it. Gouge a piece of wood slightly to hold the pieces shown in 17c ¾" apart and solder four 1¼" strips to the bottom rails and one piece on the back rails (See diagrams). Wagner B-502 Fenders could have been used to avoid this extra work.

For the interurban cars Wagner A23 pilots were used. For Model 501 the pilots were soldered to the steps. For the Model 500-1, Pittman pilot brackets No. 20-133 were rebent to fit the shape of the platform undersides and were soldered to the pilots so that the mounting holes were on 1" centers (See Figure 17d). Standards railroad couplers were also used on the interurbans, being installed with 4-40 screws and locknuts threaded into the under side of the front platform with suitable spacers, since these cars have to double as freight motors during slack hours.

Storage yard of the Colonial Transit System shows three of the cars on the roster: 1201, 1202, and 1252. Two cars at right with pilots are used in interurban service; have marker lights, couplers. Basic Pittman kits have been discontinued but are still available from many dealers throughout the country. Similar kits are made for HO.

After inserting the trolley poles and wiring the motors, the cars are then ready for final painting.

The paper rivet appliques are given a coat of Sanding Sealer before painting and present no problems. However, on the scribed sides it was found that the paint quickly filled the scribings, so that after each coat of sharp knife was run down each scribed line to remove the paint. This was a little tedious, but the scribing stood out sharply after the final paint coat, which was not scribed with the knife.

One final detail was added to the city cars in the form of window guards. These were made from 1/16" mesh bronze screening, with the finest wire obtainable and have a scale appearance. The guards were made from a section having 8 horizontal wires (see Figure 18). The two outside wires were pushed together for top and bottom reinforcement. These wires should be soldered or cemented to hold them in place, and when painted will give the appearance of the guards used on some prototype trolleys. For end reinforcement a wire was ravelled from the screening and woven in across the mesh of the guards. An alternative reinforcement would consist of measuring the correct length, (7⅜") and filling in the meshes just next to the ends with solder. By cutting through the solder a reinforced end is made. The guards should be closely trimmed with metal shears.

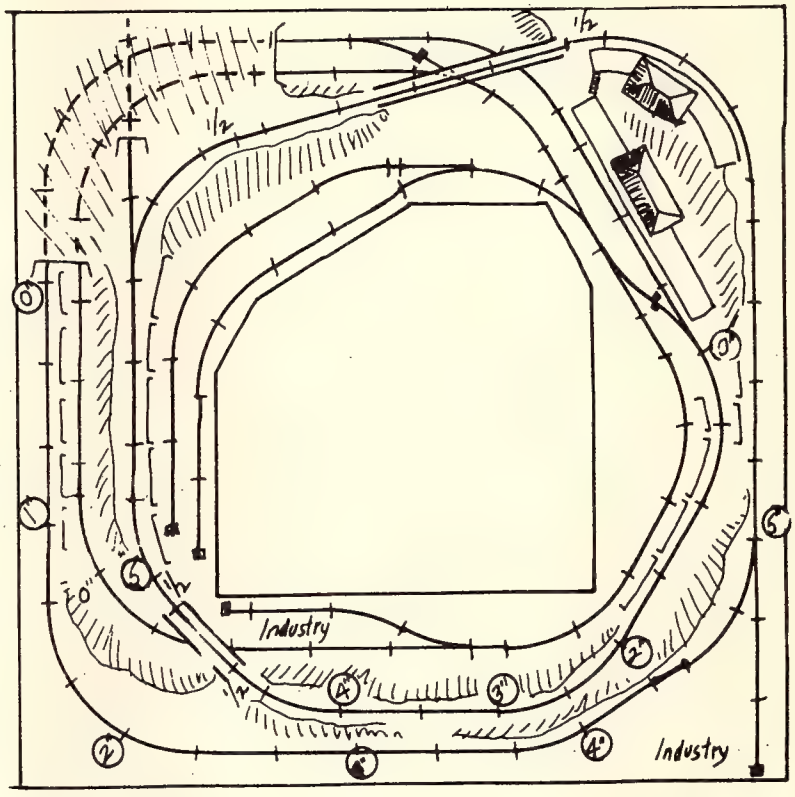
In pushing together the wires an awl should be used. It will be found that wires running in one direction will move readily while those running in the other direction cannot be moved. This should be checked before the dimensions are laid out. When the guards have been completed they should be carefully straightened and then painted, taking care that none of the mesh fills with paint. When dry they may be cemented to the car and touched up with paint. Cementing to the car should be started at one end and completed window frame by window frame applying the cement through the mesh with a small brush. The guard will have to be held in place for about one-half minute while the cement sets but the entire procedure can be quickly completed.

8 x 8 LAYOUTS FOR YOU

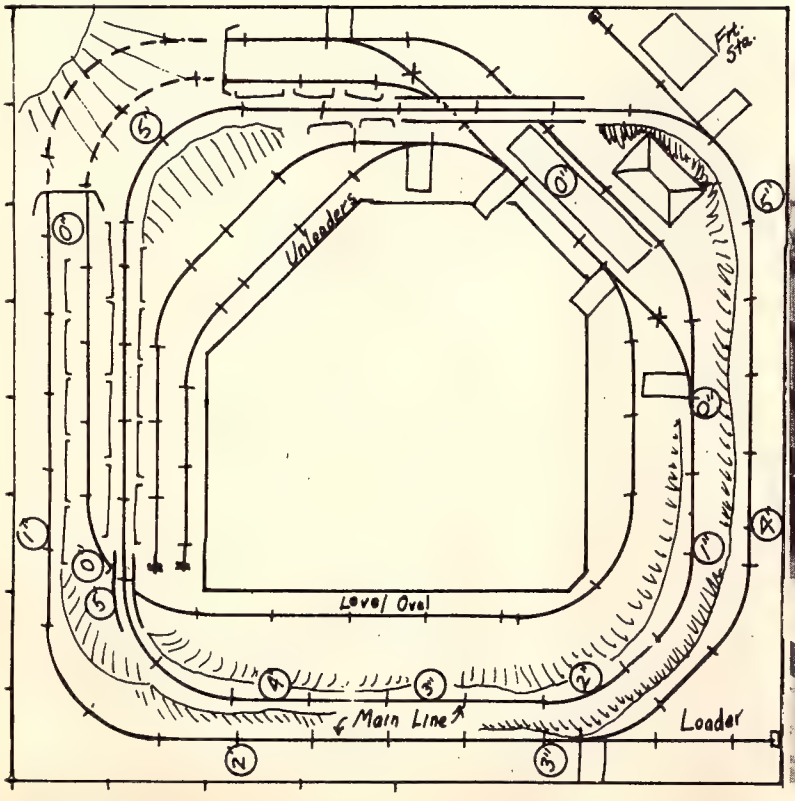
by the Layout Doctor

MANY readers are able to maintain a layout measuring eight feet by eight feet. With this thought in mind I have created, not one, but rather four different layouts all using the same basic idea. Each layout uses a different type or gage of track: O gage sectional track, S gage sectional track, HO Snap Track, and HO Ready Track. In studying these layouts for your own use, keep in mind that the layouts may be changed in any manner you may see fit. It is often desirable when using sectional track in any gage to keep in mind the track which is already owned, so that as much of it may be used as is possible. A complete listing of the track required for each layout will be found in the tables on the next two pages.

Readers often write in requesting aid on designing specific layouts for their own available space. We regret that we are at present unable to reply to such queries since to do so would necessitate the hiring of many additional staff members. However, back issues of both RAILROAD MODEL

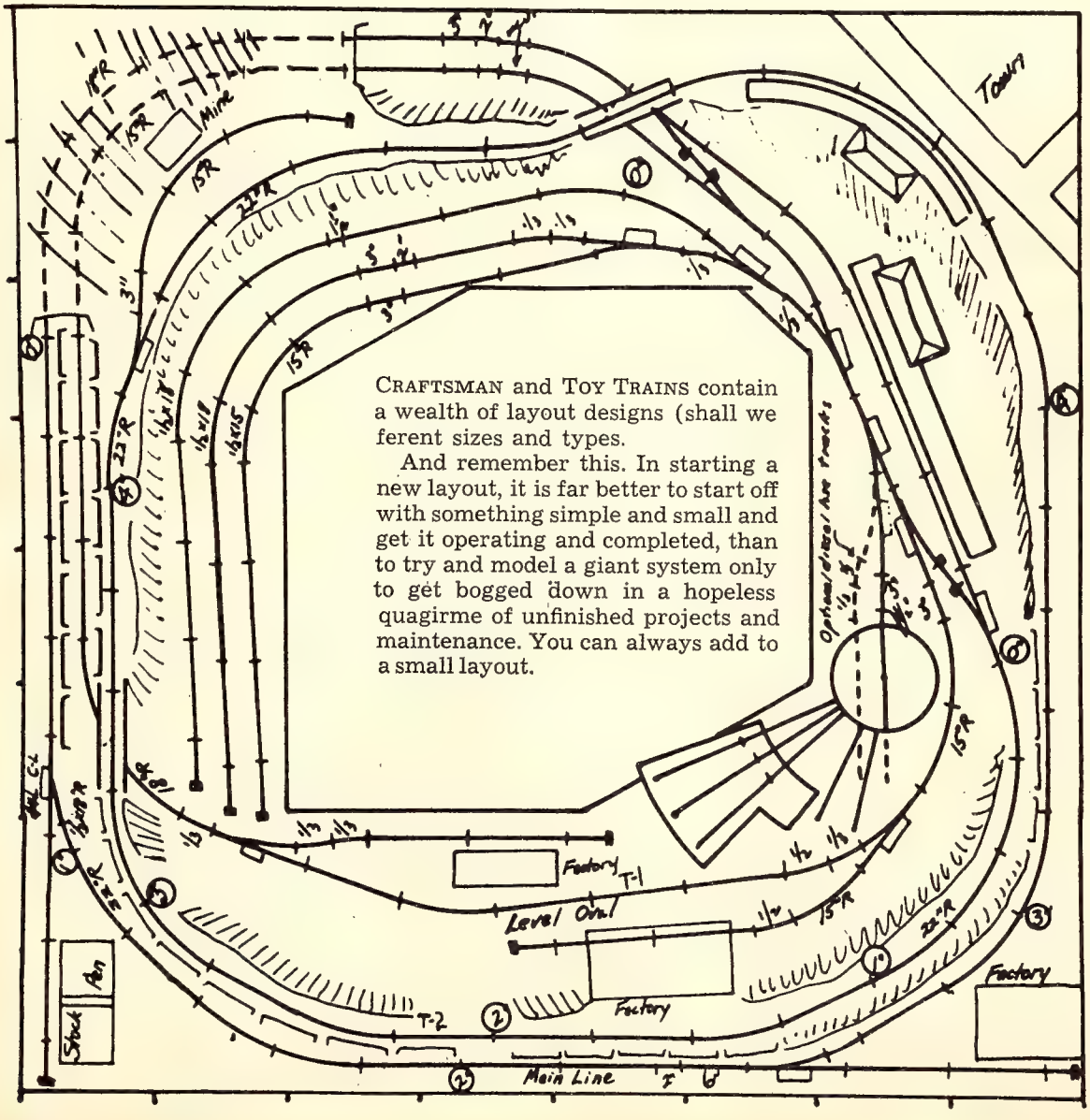


O S



TRACK REQUIREMENTS

O gage Level Oval	O gage Main Line	O gage Total	S gage L/O	S gage M/L	S gage Total	Track parts	HO Snap-Track L/O	HO Snap-Track M/L	HO Snap-Track Total	HO Ready-Track L/O	HO Ready-Track M/L	HO Ready-Track Total
21	38	59	18	32	50	full straight	38	36	74	*10	13	23
9	14	23	18	20	38	full curve (std.)						
						curves, 22" R	..	18	18	* 3	..	3
						curves, 18" R	9	10	19	* 3	2	5
						curves, 15" R	10	3	13			
						curves, 30" R				..	2	2
						curves, 24" R				..	2	2
						curves, 20" R				*11	10	21
1	1	2	1	3	4	R.H. switch (std.)	2	1	3			
3	3	6	3	1	4	L.H. switch (std.)	4	3	7			
						L.H. #4 sw. CustomLine	..	1	1			
						R.H. #4 switch				2	0	2
						L.H. #4 switch				5	2	7
						R.H. #4 crossover				1	..	1
						L.H. #4 crossover				1	..	1



CRAFTSMAN and TOY TRAINS contain a wealth of layout designs (shall we ferent sizes and types.

And remember this. In starting a new layout, it is far better to start off with something simple and small and get it operating and completed, than to try and model a giant system only to get bogged down in a hopeless quagirme of unfinished projects and maintenance. You can always add to a small layout.

HO

SNAP TRACK

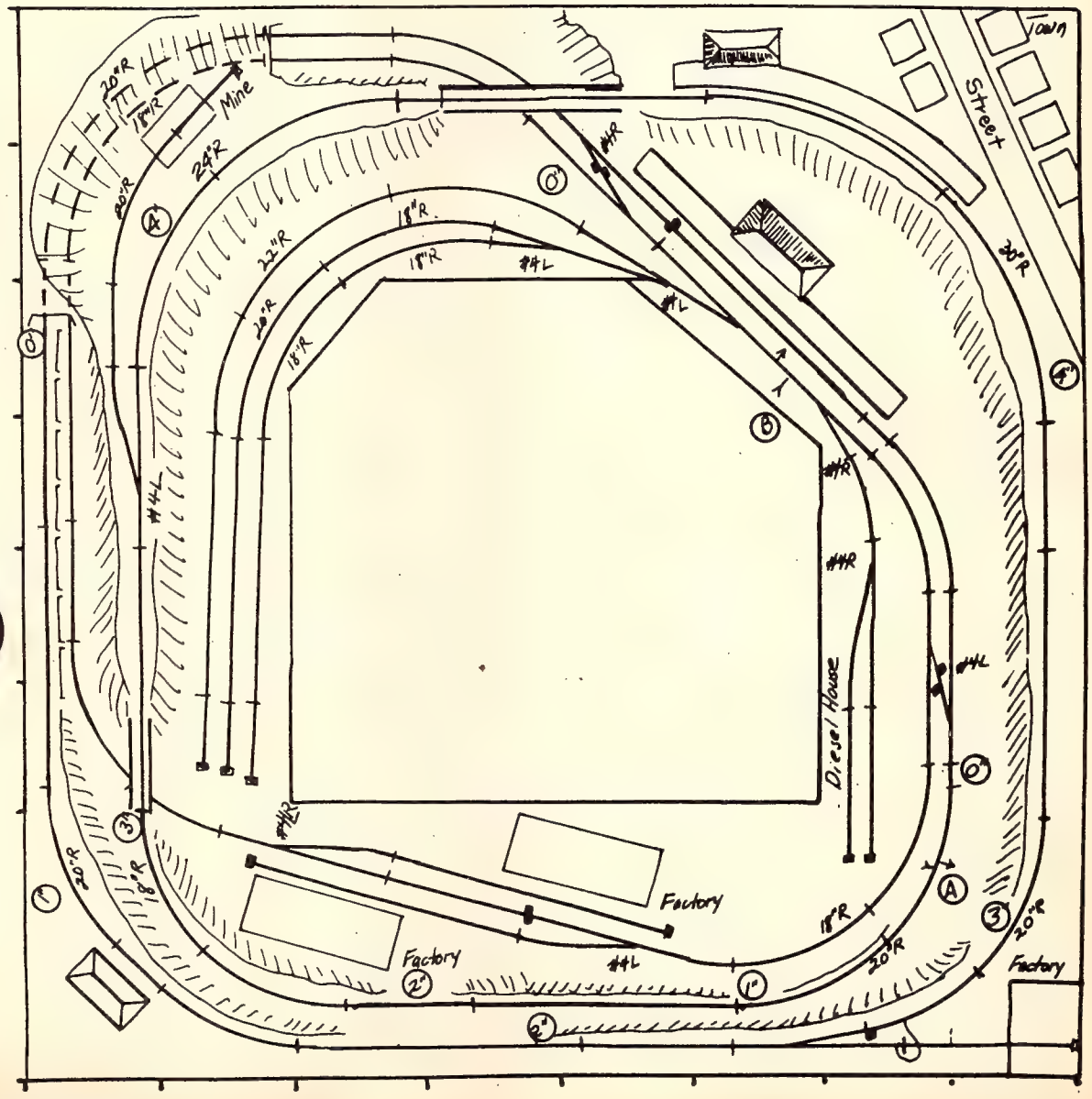
TRACK REQUIREMENTS

O gage Level Oval	O gage Main Line	O gage Total	S gage L/O	S gage M/L	S gage Total	Track parts	HO Snap-Track L/O	HO Snap-Track M/L	HO Snap-Track Total	HO Ready-Track L/O	HO Ready-Track M/L	HO Ready-Track Total
						6" straight	..	1	1			
						3" straight	4	4	8			
						2" straight	2	3	5			
						1½" straight	2	..	2			
6	6	12	7	5	12	other cut straight					*	
						cut curve, 18" R	..	1	1			
						cut curve, 15" R	1	..	1			
			..	4	4	½ curve (std.)						
2	0	2	2	0	2	Bumpers	5	3	8	5	2	7
1	1	2	1	1	2	Terminals	1	1	2	1	1	2
						½ x 18" R	2	0	2			
						½ x 15" R	3	0	3			
						†⅓ x 18" R	8	2	10			

NOTES: † ⅓ x 18" R pcs. of Snap-Track curve are packed with switches.
* totals of straights and curves for Ready-Track include cut sections where required.

HO

READY TRACK

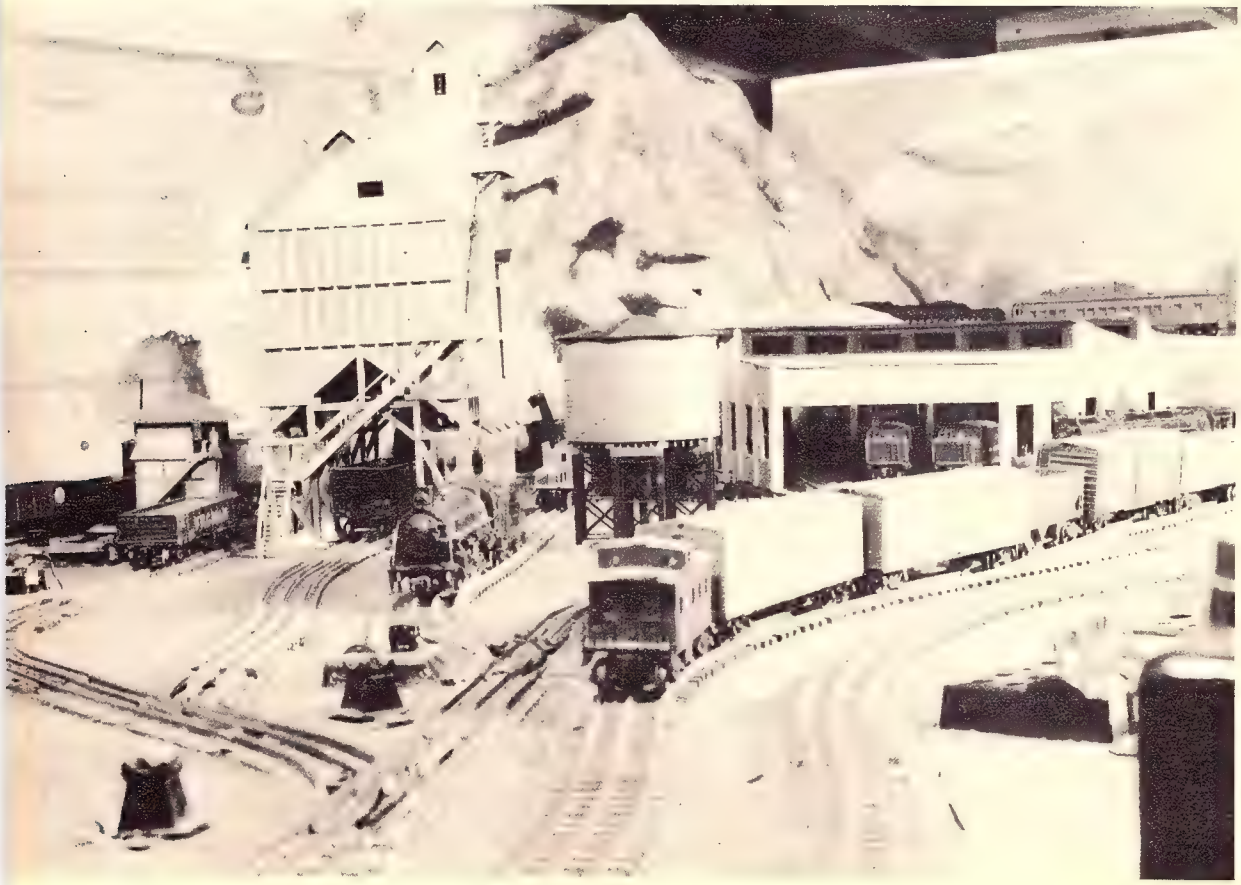


Three stall roundhouse and turntable were both scratch built by the author. That terrific looking water tower is the type of thing turned out in the Irvington plant of Lionel. Gargraves track is used 100%.

THE DELAWARE VALLEY AND

This super Hi-Rail layout is proof that a mixture of tinplate and scale equipment are not only

Coaling tower is another scratch built item. Rolling stock is a mixture of scale and ready to run. Lionel automatic couplers are used to provide foolproof automatic operation; are authentic knuckle design.



This black and white reproduction doesn't do justice to the rich brown's, greens, and reds which the builder has blended into his scenery. Husky bascule bridge is a pre-War Lionel item; operates.

WESTERN RAILROAD

by William B. Davis

compatible but can be blended together to achieve a high degree of realism and good operation.

WHEN a person starts drawing near the sixty years of age mark, he quite naturally begins to think about his retirement plans. I am no exception, having just reached sixty. I have been employed for the past sixteen years as a Motor Vehicle Inspector for the State of New Jersey. A Motor Vehicle Inspector in this state is a highway patrolman and automobile driver examiner, along with other duties relative to law enforcement.

Now, my present duty assignment is in the Motor Vehicle Accident Prevention Clinic in Woodbury and my home is in nearby Clayton. Although not far from the large industrial areas of Camden and Philadelphia, Clayton is more rural in nature and a few years ago I constructed a modern chicken house. I contemplated raising a few broilers and by the time I retired, had hoped to have a nice little business to supplement my retirement income. High feed costs and low wholesale prices knocked the chicken business for a loop before I put a single chicken in the new building.

So, there I was, **stuck** with a 30 x 60 foot concrete block and frame structure having a concrete floor, and divided into three 20 x 30 foot rooms with wooden partitions. One room was used as a garage and storage room. The other two rooms were just accumulating junk.

It had been my custom every Christmas to put up a train platform at home to entertain the grandchildren. When the chicken deal fell through, I decided to stick the train platform in the center room of the chicken house. There the kids could come and go at will with no headaches for the grown folks—and no dismantling problem for Pop-Pop after the Christmas Season.

That first year, I built a 10 x 12 foot platform and slapped the O gage Lionel track down in the usual manner for such platforms. I even installed a forced air oil heater to take the chill off during the cold weather.

Along about Spring of the following year, I decided to try my hand at building a more elaborate layout. I had been reading **Railroad Model Craftsman** catalogs and other literature for some time. So, why not build a "Rail Empire," as the magazines called them?

All of my equipment was O gage Lionel. What should I do? Should I junk it and start fresh with scale O, or HO? My pocketbook decided for me—I would continue with Lionel, although I would use Gargraves track in order to get more sweeping curves and better appearance.

Articles I had read told about modifying Lionel switches by cutting off part of the curved section back near the frog for smoother operation. I did this and decided to utilize the Lionel switches in the freight yards and use Gargraves switches for all turnouts and crossovers on the main lines. It has worked out pretty good as the switcher can cut in one or two cars at a time without too much trouble, whereas main line trains of any length can pass through the Gargraves turnouts with no trouble at all.

In building the freight yard I made a solid frame table and decked it with ¾ inch lumber, covering the entire thing with Celotex. I wanted it sturdy enough to hold me if operating difficulties arose at any time.

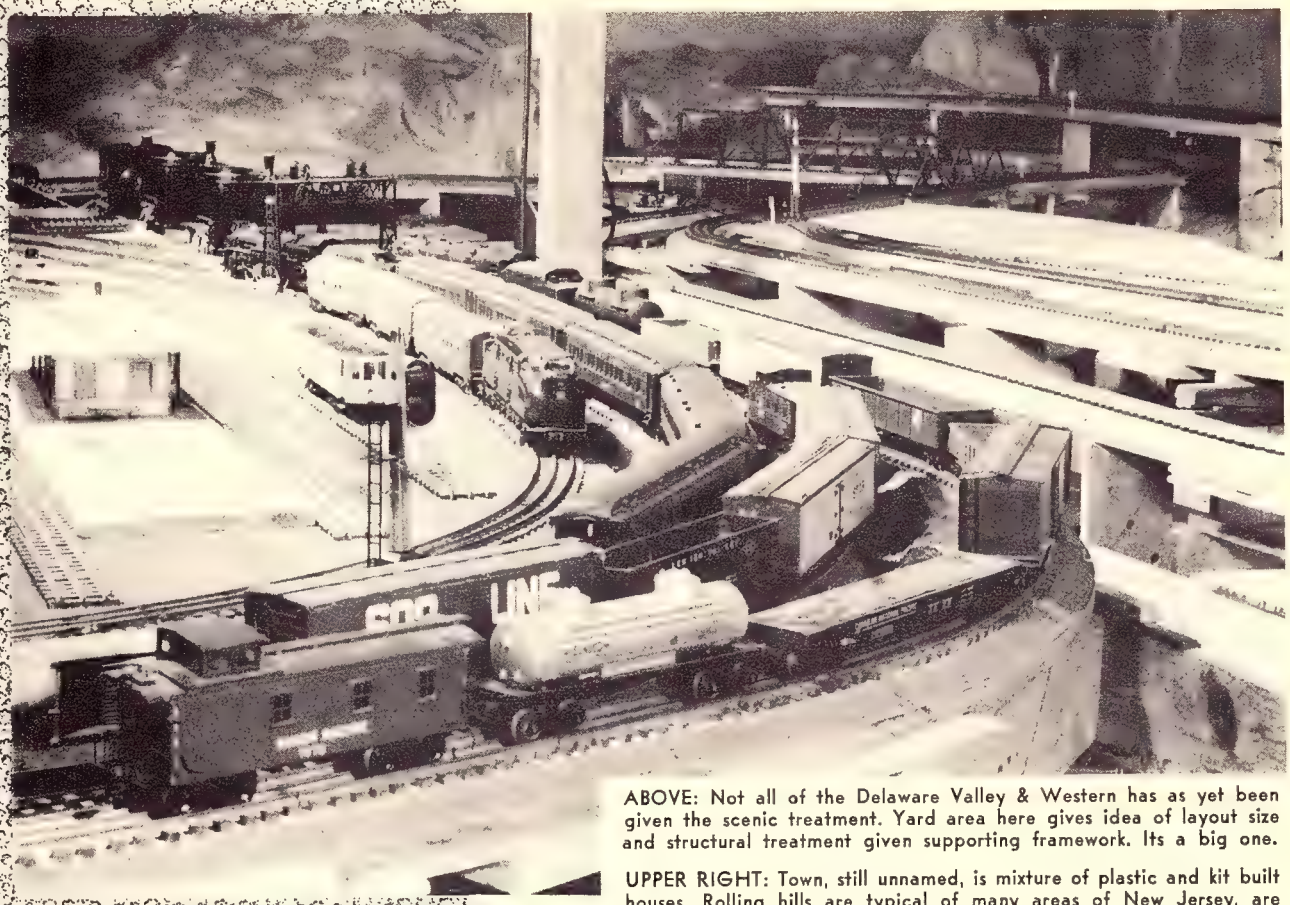
The rest of the layout is open grid construction. ¾ inch track board was laid to grade and this track board holds the Celotex track bed which I beveled on a table saw. Zero elevation is about 40 inches above the floor.

Galvanized wire screening is stapled to the track boards and supported by formers to the various terrain contours. The screen wire is covered with U. S. gypsum plaster. When dry, this was painted with very thin flat oil washes. Backdrops around the walls were made from mountain and sky scenes from outdoor advertising signs.

Planning the layout was a series of headaches. Drawing after drawing was scaled out and discarded. Curves with a minimum of 3 foot radius really ate up space as I soon found out.

A trial track plan was finally evolved and actual track laying started.

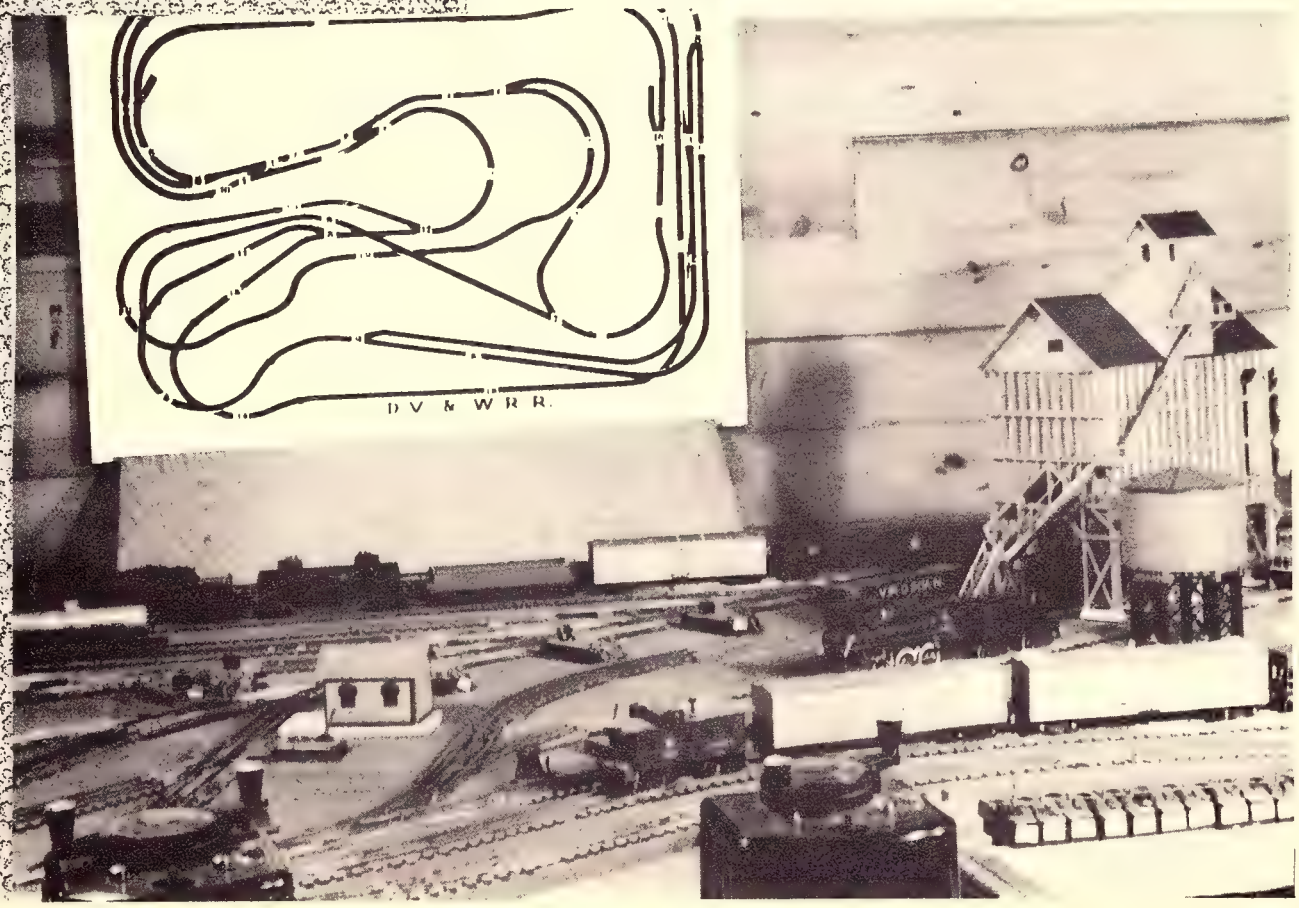
The final product, I must admit, is nothing like that which was laid out

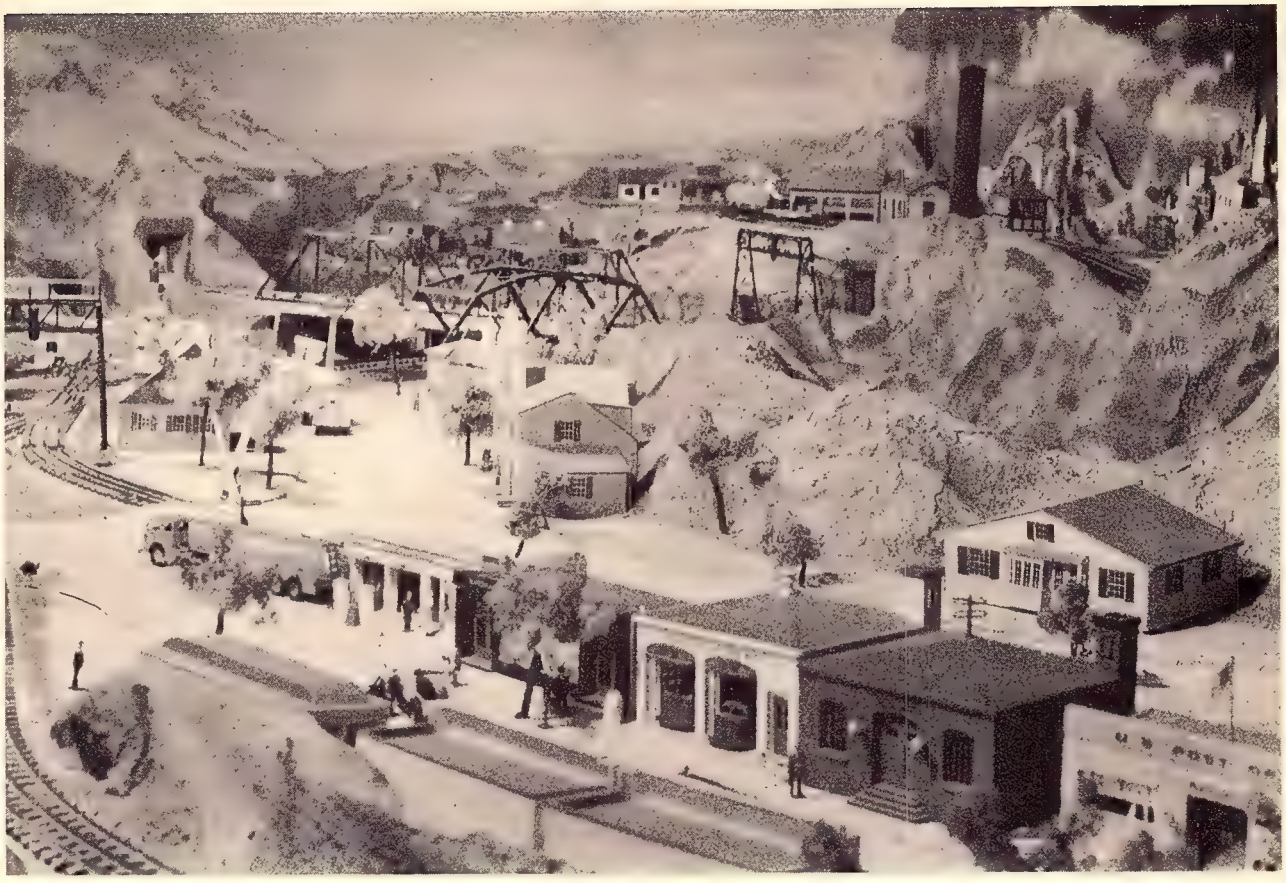


ABOVE: Not all of the Delaware Valley & Western has as yet been given the scenic treatment. Yard area here gives idea of layout size and structural treatment given supporting framework. Its a big one.

UPPER RIGHT: Town, still unnamed, is mixture of plastic and kit built houses. Rolling hills are typical of many areas of New Jersey, are used in layout to break up monotony of builder's miles of track.

BELOW: The track diagram looks like this from the control center. Yard tracks are not shown on this diagram. As trains pass from block to block, lights on panel show progress made by trains. Easy to make.





on the drawing board. The pike, as it is now, is mostly concealed track. In order to avoid dead-ends we had to cut through the partitions on each side of the room in which all this started. Approximately 700 feet of track was laid, of which, only about 450 feet is visible, including the yard tracks.

Seventeen tunnel entrances are scattered around the layout. It became evident that it was much better to cover a section of track with scenery than to leave it exposed and have to build a lot of unnatural retaining walls and cliffs. Track distances between tunnel portals vary from three to fifty or more feet, according to location of the portals and the route selected.

Yard operations can be carried on without interfering with the main line. An engineer can work the freight or passenger yard while another works the service yard. A third engineer can spot cars on sidings from a passing siding on the main line, while three other engineers run their trains on the main line. The yard is so designed that two trains can enter or leave it simultaneously, one Eastbound and the other Westbound.

Main line operation is by cab control through rotary switches. Each rotary switch has 24 inner and outer contacts. Each contact energizes a track section and each rotary switch has it's own throttle control. At present, 21 outer contacts and 11 inner contacts are in use. These contacts energize the 32 track sections into which the main lines are divided. DPDT switches select the inner or outer contacts as required. Additional DPDT switches are used as "hold" switches at all turnouts. For example, if a train is routed from track section 4 to 16, instead of to section 5 or 3, which would be in normal sequence, the "hold" switch is used to keep the section of track occupied by the train energized and at the same time disconnect the rotary switch while it is turned to the proper position. The "hold" switch is then flipped to off and the rotary switch again takes over. Each rotary switch has it's own bank of DPDT switches for independent operation.

To simplify operations, all main line trains are run with the aid of a large track diagram hung on the wall facing the control panels. Location of each train is shown by lights which indicate each section as it is energized. Additional lights indicate when a train passes from one section to another.

The D V & W is essentially a steam road. The only exception to date, is a GG-1. We have not installed a catenary system so the GG-1 spends most of it's time in service yard. Our stud of steamers consists of a slope back 0-6-0 switcher which we converted from an old Lionel side gear job. Two big prewar Hudsons are the pride of the line, and there is an old steam turbine and three Berkshires. An old 0-27 engine completes the roster.

Twelve scale freight cars of various types, plus a Southern Pacific caboose, augment our list of about fifty freight cars and six cabooses.

Passenger business is handled by five Pullman and three streamline cars.

A scratch built coaling station is our largest structure. A scratch built three-stall roundhouse is serviced by an operating turntable which we also constructed in our shops. Freight and passenger stations and the other structures along the right of way are all made from kits, mostly cardboard and plastic.

I cannot give too much credit to my partner, Ken Simons, for his help in this project. Ken and I have burned a lot of midnight oil in the past two years and he has solved very knotty problems. I had been working alone for about four years before I discovered Ken. With his help we have put together a workable model railroad.

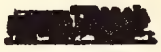
We cannot say it follows any prototype, although it does contain what we choose to call a Delaware River. The Delaware River along with the mountainous terrain, suggested the name: Delaware Valley and Western Railroad.

Nothing on the DV&W is really completed at this time. It is a mixture of tinplate, hi-rail and scale. Our aim was, and is, to get the layout to look and operate like a model railroad as quickly as possible. We have the rest of our life-time in which to put the finishing touches to it.

Anyone interested in joining or visiting us can drop a line to William B. Davis, Box 22, Clayton, New Jersey. Phone TUlip 1-6951.

DON'T MISS AN ISSUE

RAILROAD MODEL CRAFTSMAN Including **Toy Trains**



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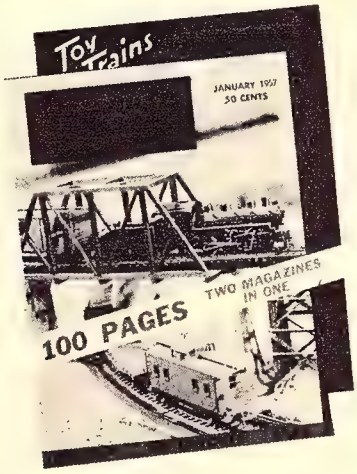

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- MORE PICTURES
- MORE FEATURES
- MORE OF INTEREST

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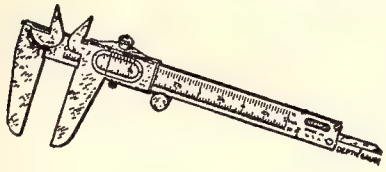

What Does HO Use?

Q. What kind of electricity is used to power American HO gage trains?
A. HO trains are powered with 12 volt Direct Current.

What Is Direct Current?

Q. What is Direct Current?
A. Direct current (or D. C.) is electricity which flows in only one direction, whereas the electricity normally used in toy type trains is alternating current, which alternates first in one direction and then the other.

Why Use D. C.?

Q. What advantage is there in using D. C. instead of A. C., since I already have a transformer?
A. Direct current has long been standard in HO because it permits positive reversing at any time, by merely flipping a switch on your control panel or power pack. With D. C., you do not need a reversing unit in your locomotive and therefore eliminate unnecessary back and forth motions.

How To Get D. C.?

Q. What do I need to get direct current electricity?
A. There are several methods of getting a good source of D. C. The most convenient is the use of a commercial power pack made especially for model railroad use. Secondly, you can add a rectifier to your transformer to get a source of D. C. Third, you can use a 12v. auto battery, and also ordinary dry cells.

What Is A Power Pack?

Q. What is a Power Pack?
A. A power pack is basically a transformer which converts your 110 volt house current to about 12-18 volts A. C. This low A. C. voltage is then converted to D. C. by means of a rectifier which is built into the unit. Depending on how much you spend on your power pack, it will also contain one or more of the following: on-off switch, circuit breaker, speed control, pulse-power, red ON light, D. C. connecting posts, A. C. connecting posts for lights or switch machines not needing D. C.

Do Not Use A. C. on Locos

Q. Can I operate my locomotives on A. C. if I don't care about the reversing feature of D. C.
A. No. Any attempt at operating any American HO locomotive on A. C. will probably result in a burned out motor. HO locomotives have a permanent magnet type motor which is sensitive to the direction of the electricity. Since A. C. goes first in one direction, and then back, and repeats this procedure about 60 times per second; the motor tries to keep up but just can't. (The only American exception is the prewar Gilbert Hudson which had a wound field A. C. motor. Many of these were converted to D. C. If a metal block in the cab is magnetized, the loco will operate on D. C.)

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Is D. C. Only For HO?

Q. Is D. C. the exclusive property of the HO gager?

A. No. The National Model Railroad Association (NMRA) recommends 12 volts D. C. for all gages. However; Lionel, Marx, and American Flyer trains use 15v. A. C. (Exception: American Flyer Directional Control trains which are 12 volt D. C.)

Auto Battery

Q. Can I use a 12v. auto battery to power my trains?

A. Yes. In the early days of HO, auto batteries were the recommended source of power for HO since early power packs were considered of questionable efficiency and subject to variations in output. Batteries can be kept charged through use of trickle chargers and will deliver plenty of power. However, they tend to be messy and if you like to have battery acid dribble through floors . . . Nuff said. Today, the power pack is universally accepted as the standard source of power.

Dry Cells

Q. Can I use dry cells?

A. Yes and they are sometimes supplied in small beginners sets. They are a temporary expedient at best since they wear down quickly and need replacing.

Transformer

Q. Can I use my old toy train transformer?

A. Yes, if you convert the A. C. it delivers to D. C. through use of a rectifier available in hobby or radio stores. You can also add circuit breakers and other controls to create your own home made power pack. But chances are the commercial units will be neater, less troublesome, and no more costly.

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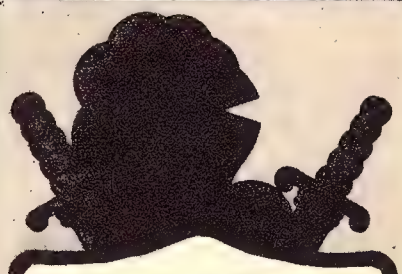
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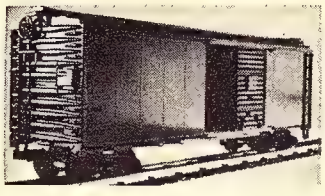
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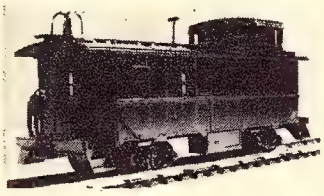
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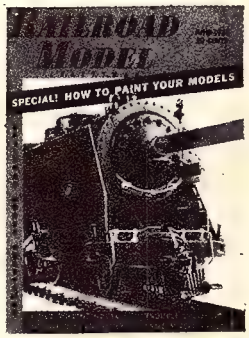

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The O Gager

by Tim Plate

MOST scale model rails use direct current for propulsion of their trains and consequently they reap full benefit of polarity reversity of their locomotives and trains. However, there are in O gage especially a number of modelers who still use alternating current and they do have a reversing problem. Universal type motors are common to most model locomotives running on AC which means that they can be operated on either AC or DC. However, they will not reverse if they are used on DC (because the AC is already reversing itself about 60 times per second, in most localities), and will reverse in AC only through use of a sequence reversing type switch.

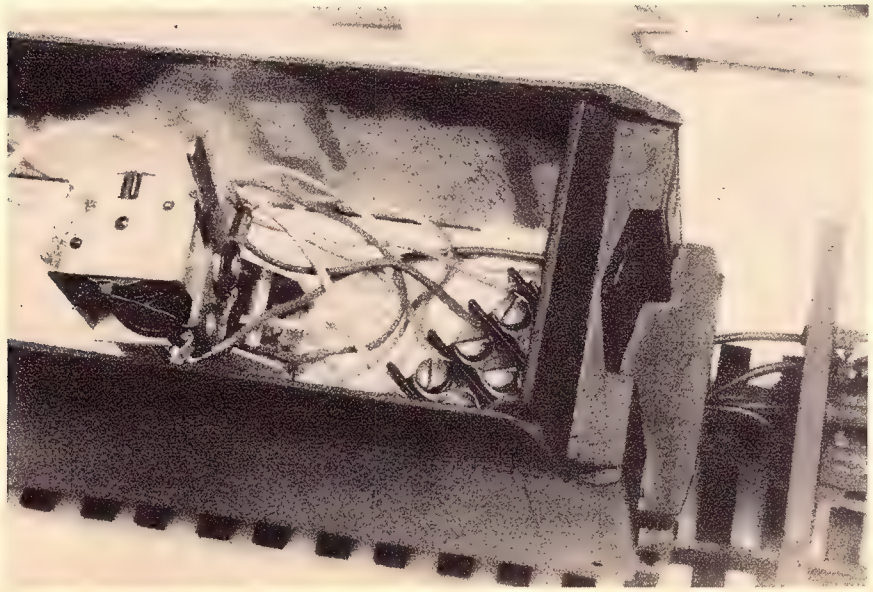
Such universal motors are found in Lionel and Marx O gage, most American Flyer S gage trains (excepting directional controlled locomotives, and also in certain imported European HO locomotives, notably Marklin and other makes designed to operate on Marklin track. For example, some Rivarossi trains will operate with Marklin, others are made to American standards. There are also many scale O gage locomotives which are universal motor equipped.

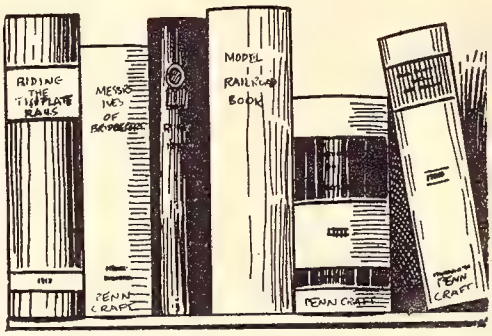
There are several generally accepted methods of reversing universal type motors. All are simple enough so that even the beginner can do the job without getting too flustered if he stops to think about what he is doing.

Whereas the universal motors will run on DC, they will not, as mentioned, reversed when the polarity of the current is reversed. In order to make them do this without changing to a permanent magnet field (often impossible), you may wire a bridge rectifier with the motor as shown in **fig. I.** Direct current must then be used for propulsion of the locos. The two end terminals of the rectifier are wired to the one end of the wound field of the motor, while the center terminal of the rectifier goes to the other end of the wound field. One next-to-end terminal of the rectifier is connected to one brush, whereas the other next-to-end terminal is connected to the collector shoe (if 3-rail) or tender (if 2-rail). The other brush is grounded to the frame of the engine. Brush and field connections to rectifier may be completely interchanged if one end of the wound field coil **is** already grounded to the frame as is sometimes the case on less expensive toy trains.

A more popular method of reverse

Lionel E unit mounted in All-Nation Mountain tender, provides sequence reversing for this hefty hog in O gage AC operation. Unit is connected through five wires run from engine back to reverser and collector shoe.





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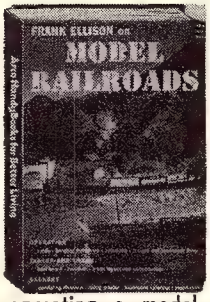

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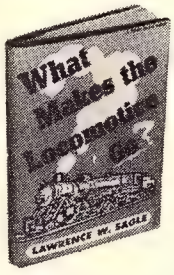

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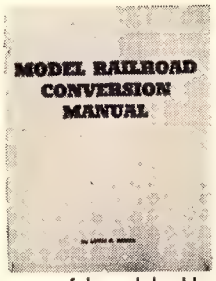

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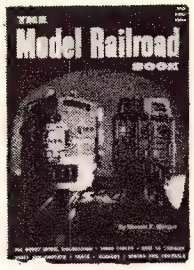

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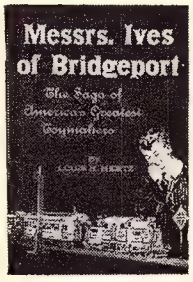

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- ☐ 2-6-0 @ 69c
- ☐ 0-4-0 @ 69c

NAME .....

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MODEL RAILROAD TIMETABLE

NMRA Regional Meets

ALAMEDA, CALIF., Coast Div., PCR. May 26th. Spring meet at Alameda Model RRers Club 2045½ Central Ave. 10 AM to 6 PM, HO. Auction and other events.

OAKLAND, CALIF., Coast Div., PCR. Aug. 25th. Host, East Bay Model Engineers. John A. McKirahan, Publicity. 1017 Willow Dr., Lafayette, Cal.

HAGERSTOWN, PA. Mid-Eastern Region. Hagerstown MRRC host with HO, O layouts. Auctions, prizes, contests, clinics, etc. Details Frank K. Coss, Pres., c/o HMRRC, No. Mulberry St. at the Fairgrounds, Hagerstown, Pa.

ATLANTIC CITY, N. J.; June 8-9. Mid-East Region Spring Convestion. Hotel Dennis hdqtrs. Start in Camden, visit PSRL roundhouse and steam power. RDC Special leaves Camden over old electric line to Atlantic City. Banquet, dance, clincs by John Page and Roger Ramsdell. All activities including train $9.00. Contact Paul Mallery, 94 Oakwood Dr., Murray Hill, N. J.

OMAHA, NEBRASKA: MID-CONTINENT REGION, June 8-9, Hotel Paxton. Bernard Corbin, General Convention Chairman. Both UP and CB&Q promise steam locos. May be last chance. Cross-Kit model contest (see Dispatcher's Report this issue). Details from Lawrence S. Reid, PO Box 152, Omaha, Neb.

CLEVELAND, OHIO: MID CENTRAL. Fall Meet. Oct. 5-6, Hotel Cleveland. Arthur A. Finke, Secy, 13418 Lorenzo Ave., Cleveland 20.

Trade Shows

NEW YORK CITY, N. Y., June 29-30. 2nd Annual HIAA New York Trade Show, New York Trade Show Building, 8th Ave. at 35th St. Many of the leading model railroad manufacturers will exhibit latest hobby items for the new season. Open to public: Saturday, June 29th, 1-10 PM. Sunday, June 30th, 2 PM-10 PM. Admission charge. *Railroad Model Craftsman* will be in *Booth 12*. This show will also be open to the TRADE ONLY as follows: Weds., June 26th, 9:30 AM-5:30 PM—HIAA members only. Thurs. and Fri., 9:30 AM-5:30 PM—HIAA members and non-member qualified buyers only. Sat. 10 AM-1 PM—HIAA members and non-member qualified buyers only.

Club Publicity Chairmen

Items for the Model Railroad Timetable are welcome and all that we ask is that they be submitted early enough to insure insertion in the desired issue. Items to appear in our August issue should be at our Ramsey, N. J. editorial offices by June 10th. Items for the September issue not later than July 10th.

New Clubs

BAYONNE, N. J., Hudson Society MRRs, HO. Every Tuesday nite 7:30 PM. 496 Avenue C. Entrance on 22nd St. Visitors, prospects welcome. Info call Dr. G. Ehrlich, OL 3-5686.

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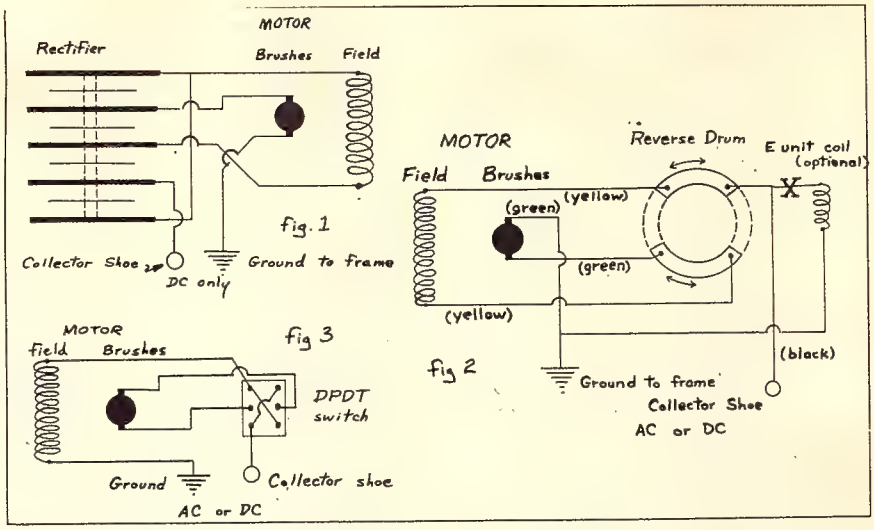


judging by the number of toy trains so equipped is the drum reverse, usually actuated automatically each time power is shut off, (called by Lionel the "E-unit." In **Fig. II** the drum has been somewhat stylized so you can see how it will revolve and make and break connections. Commonly on an E unit there are four positions: forward, off (representing 45° rotation on the drawing), reverse, off, and so on and on. On the actual E unit, the fixed terminals or outer ones are represented by the upper right and lower left terminals on the reversing drum, the inner terminals by the other two. The color of wire used on the E units is also shown for your convenience. As shown in the drawing, current comes from the collector shoe (or tender in 2-rail) up to the upper right terminal of the reversing drum, runs across the contacts thereof to the upper left terminal, through the field coil, thence to the lower right terminal of the drum. The contacts on the drum carry the current across to one brush, whence it flows through the commutator and armature, and out through the other brush to be grounded on the frame.

The E unit can be connected across from the collector shoe to the ground as shown, but for hand-reverse the E unit coil would of course be omitted. The X across one wire to the E unit indicates where you can cut this wire and run connections back to the **contacts** of the whistle relay in the tender of a Lionel steam loco (the whistle itself being disconnected). When this is done, a push of the whistle button will actuate the E unit one step forward, rather than having it step along its sequence every time the power is shut off.

Obviously the next step in the sequence will revolve the drum 45° and no terminal on the drum will make contact with any other and the motor will be dead. The next step of the E unit will move the drum 45° more and the two right-hand terminals will be connected, the two left-hand will be connected, and the motor will run the other way.

The same effect can be had with a plain double pole, double throw (DPDT) switch such as usually used for reversing DC propelled trains, if a drum type switch is either not available or not desirable. The hook-up for this is shown in **fig. III.** In this diagram and in previous ones, the ground and collector shoe connections can be interchanged if necessary.

The photo shows the installation of a Lionel E unit in an All-Nation Mountain type locomotive where because of lack of space in the superstructure the unit had to be put in the tender. The engine itself operated from inside third rail so that in theory at least both the E unit and the one brush when grounded to tender and engine frames respectively were grounded likewise to the track. However to avoid the possibility of stalling, a fifth wire was run between the engine and tender. Although the tender has a wooden floor the E unit was easily grounded to the frame and track by running a pair of 2-56 screws up through the metal underframe, through the wooden floor and then soldering the E unit to them.

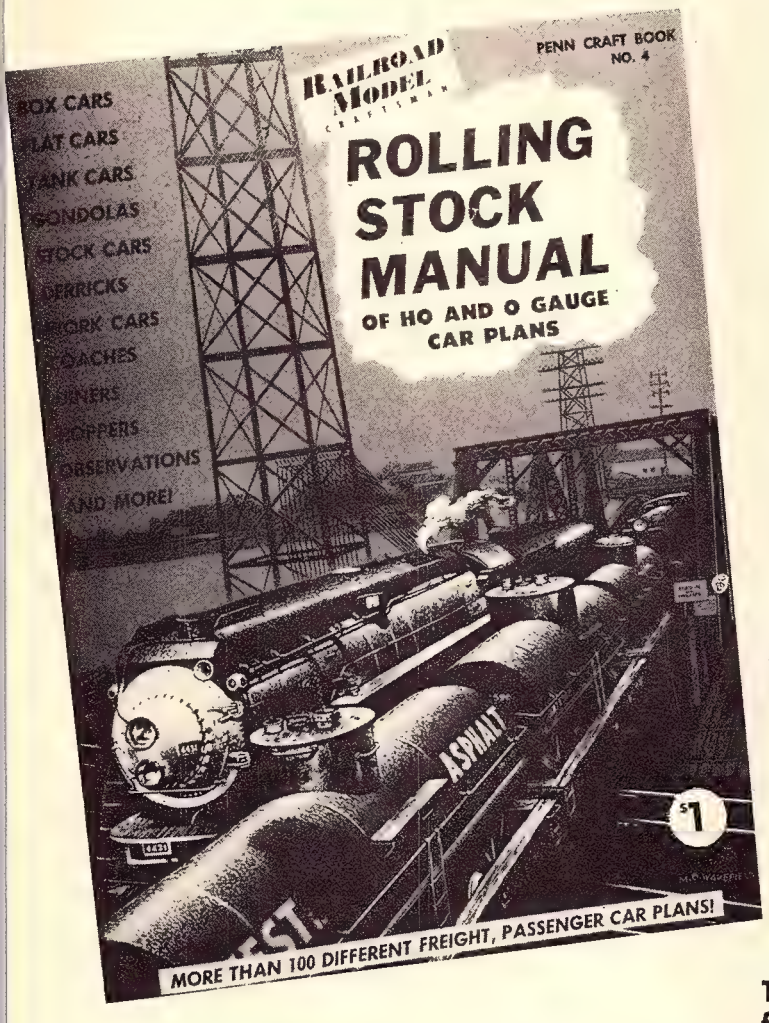
Note the wires running from engine back to the tender and E unit. These are the two yellow wires from the field, one green wire from a brush, one black wire from the third-rail shoe, and a red wire for the insured ground. Special oversized holes were drilled in the back piece of the engine, spaghetti inserted therein, and then the plastic insulated wires run through the spaghetti. You must be very careful, in working with such motors, that you do not substitute inflexible plastic covered wire for the super flexible silk covered green wire to the brushes. Otherwise you will get irregular brush pressure and poor operation.

The space under the tender deck was cut out and all wires run through to be screwed to a five section terminal strip Wires from the E unit were screwed to the other side of the terminal strip. Thus the engine and tender **can** be uncoupled by loosening five screws and pulling out these wires, and of course taking out a draw-bar screw. This is somewhat of a nuisance, and so is putting the wires back, but at least if you have to, you can uncouple engine and tender.

RAILROAD MODEL CRAFTSMAN

ROLLING STOCK MANUAL

OF HO AND O GAUGE CAR PLANS



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COMMERCIAL

FOR SALE: Standard Gauge Drive Wheels. All Makes. Other parts. Largest selection in the country. Catalogue 10c. John T. Resch, 1225 N. 72 St., Wauwatosa 13, Wisc.

HO LIVE Steam Locomotives $15.00. Clyde Meyers, 1484 E. 135 Street, Cleveland 12, Ohio.

PRECISION LATHE WORK. WRITE: 1549 West Division St., Chicago 22, Ill.

BRITISH MAGAZINES: Yearly subscriptioss:—Model Railway Constructor $3.50, Model Railway News $3.00, Railway Modeler $3.65. Hobson, 79 Southbrook Road, Exeter, England.

PRECISION LATHE WORK: Write 1549 West Division Street, Chicago 22, Ill.

PRINTING FOR MODEL RAILROADERS—ART AND ENGRAVING DEPARTMENT FOR YOUR ORIGINAL PASSES. LETTERHEADS, ETC.—ALL WORK TO YOUR SPECIFICATIONS. WRITE FOR SAMPLES. WALP, BOX 4380, MOBILE, ALA.

HAVE—Lionel Electronic Set. Standard: 400E, 392E, 390E, 385E, 408E, 402. 072: 763W, 227E, 203. Early train catalogs, magazines. Ben Smith, 265 Tompkins, Brooklyn 16, N. Y.

7½" GAGE LIVE STEAMERS. Another great buy made possible by a fortunate purchase in the disposition of another large British Estate. Following engines available: King Arthur 4-6-0 Southern Ry., Lord Nelson 4-6-0 or 4-6-2 Southern Ry., King George V 4-6-0 Great Western Ry., George V L&WR. and a fine 0-6-0 switcher. All engines in operating condition, priced low from $850 to $975 each FOB Pier 80, Philadelphia, Pa. If you've ever wanted a top quality 7½" gage real live steamer at a low price, this is your opportunity. Further details from: Edwin P. Alexander, Upper River Road, Yardley, Pa.

DEALERS, COLLECTORS, CUSTOM BUILDERS, SMALL PARTS SUPPLIERS, and those who do not qualify for the free Swapper Column listings. Place your ads in the Commercial Section and reach the largest army of readers ever. Rates: 20c per word, payable in advance. Count all initials as words. P. O. Zone number free. Address: Railroad Model Craftsman, Classified Ads, Ramsey, N. J.

"Addem DC power supply operates 3 long HO trains simultaneously with AC for accessories. Ready to plug-in $7.75 postpaid. Matching cab control kit $5.95 postpaid. Interesting circular free. Addem Products, Box 876D, Dunedin, Fla."

SWAPPERS

SWAP: Have Midlin S ga. tinplate switches, track, rotary switch machines. Want AF S track, switches, rubber road bed—old locos, cars—any size. Levi Sutton, Washtucna, Wash.

WANTED: July and August 1952 Toy Trains. Swap 1935 American Flyer catalog—good cond. Or will buy. W. J. Corbett, Box 59, Napinka, Manitoba.

CANADIANS: Will sell Bowser HO Articulated extra detail, including enclosed cab and CNR style Vanderbuilt tender, test run only, $75. J. D. Langley, 1546 Claymore, Ottawa 5, Ont.

WANTED: Lionel loco with tenders #646, 682, 736. In good cond. Also access. State price. Ross Cunningham, Dawson City, Yukon Terr., Canada.

SELL: Complete layout—Everything. Powered turntable, signals, overhead and center-rail systems, transformers, bridges, tunnels, stations, track. Over $1000 value for $300. 11 locos, 84 rolling stock, 14 turnouts. Lt. Pascoe, 5th Signal, Ford Ord, Calif.

WANTED: Lionel GG-1 2332 single motor in Black, original finish, markings and lettering. Pay cash or trade 2330 twin motor GG-1. Must be excel. cond. N. H. Scarlett, 867 Calle de Arboles, Redondo Beach, Calif.

SELL OR TRADE: New HO car parts and 410M paint—trucks, couplers, wood tanks, turnbuckles, metal parts, etc. All new. List for stamp. Gerard Glancy, 5941 17th Ave., Sacramento, Calif.

FOR SALE: HO Tenshodo Mikado, English Mikado, Tenshodo GP-7, Baldwin. Run good, paint fair. Best offer separately or together. Airmail inquiries. Lt. Austin Wade, AO 303-3225, 548th RECONTECHRON, Box 46, APO 328, San Francisco, Calif.

FOR SALE: O ga. automatic cplrs, Robico (Devore); with draft gear 85c pr., without 65c pr. Oversized cplrs. same price. R. E. Morris, 19 El Camino Real, Vallejo, Calif.

FOR SALE: ON3 locos, cars and 8′ x 14′6″ layout. Excel. cond. Perfect to sell as unit. Price on request. Dan J. Wenk, 734 Holly Place, West Covina, Calif.

WANTED: Good cond. Lionel locos Nos. 622-23-24, 682, 773LTS, 1656, 2023-28-31-32, 2245, 2343-53-44-55-63 and 6250. Also pullmans, series 2500, 2600. Send condition and price. Tom Ridley, 2945 Bellaire, Denver 7, Colo.

FOR SALE: HO ga. Alco 1000 HP Brass Road Switcher dual powered with Lindsay unit. Good operating condition. First $15 takes it, postage paid. A. Krebs, 1491 E. Bates Pkwy., Englewood, Colo.

FOR SALE: 15 pr. Roundhouse auto. couplers, some old style some new. No draft gear, $3.50. Tom Hugo, 622 Pratt St., Longmont, Colo.

FOR SALE: HO. Large assortment of power and parts. List for stamp. Robert Andrus, 611 Grand Ave., New Haven 11, Conn.

FOR SALE: Mantua Shifter and tender, almost new, painted. Lionel 2-6-2 and whistling tender, auto. couplers, minor repairs needed. Other O ga. equip. Timothy Ruefli, 92 Spring Street, Torrington, Conn.

FOR SALE OR TRADE: Whole HO ga. layout, in part or whole. Trade part for a good 35 mm camera. Free list. Paul Pacter, 138 Hood Ridge Dr., Stamford, Conn.

SWAP: Famous Artists School Books, Water Colors, Drawing Board, Paints, Inks, etc. Want 8L, 3R remote switches #4, 20 15″ curves, 20 straight Atlas No. 4, 20 15″ curves, 20 straight Atlas or what have you. Inquiries answered. Palmer, 408 N. James, Newport, Del.

FOR SALE: 6 x 8′ L-shaped layout, HO, 4 sw. control pnl., converted Athearn "B," dummy Globe "A," 6 cars, need trucks. Robert R. Hann, 220 NW 37 St., Miami, Fla. What am I offered?

SELL OR TRADE: Lionel std. 402E engine, 212-218 frt. 432 pass., T Trans., 72 pes. trk., 90° crossover, 18 #60 telegraph poles. Want 700E Hudson, 701E Penn Switcher, 2700, 2900 cars. John D. Palmour, 2228 Clairmont Rd., Decatur, Georgia (Please keep 'em short. Ed.)

WANTED: Penn Line Mike and Pacific; English Mike and Pacific. Kit or built-up. Tal Orr. 812 Euclid Ave., Dublin, Ga.

FOR SALE: Lionel Santa Fe Diesel freight train and extra cars and track. Good cond., $35. Phil Milam, 1265 Sells Ave., S.W., Atlanta 10, Ga.

WANTED: Lionel trucks, motor mechanisms, sequence units, etc. Jos. A. Kramer, 5631 South Oak Park Ave., Chicago 38, Ill.

FOR SALE: AF HO freight, passenger and baggage cars. Prewar Hudson, AC and track, RC switches and bakelite roadbed. Walter Merkle, 6453 Forest Preserve Dr., Chicago 31, Ill.

WANTED: For cash or trade. Penn Line E-6 Atlantic, any make Camel Back, and Silver Streak Turntable. State price and condition. T. G. Richards, 5623 N. Newcastle Ave., Chicago 31, Ill.

FOR SALE: Lionel O27 sw. 6 manual $2 pr. 12 RC $7 pr. Excel. cond. 97 str. and 32 curve trk—12 for $1. 4 coaches 2400 series. Gordon Sandstrom, 11040 Parnell Ave., Chicago 28, Ill.

FOR SALE: Wife says "No" so out they go! Send for list. HO kits. Will consider some trade. R. Happel, 311 Lorraine Rd., Glen Ellyn, Ill. (Buy her a new hat. Maybe she'll relent. Ed.)

FOR SALE: HO equip.—2 locos, 10 cars, power pack, track, structures, toggle sw., wire, Model Railroad Mags, etc. $40 takes all. Stamp for list. H. Widule, 3235 W. 162, North, Markham, Ill.

FOR SALE: Lionel O ga. Locos, pass. and frt. cars plus access. B & O diesel. Half bought at Christmas the other in 1946. Sell all or part. Excel. cond. Stamp for list. Sam J. Keiffer, 302 East Elm St., Olney, Ill.

SWAP: Equal cat. value in US stamps for HO steam locos. Prefer larger types in good cond. Dave Holberg, 2311 W 6th, Topeka, Kan.

TRADE: 1000 obsolete US stamps for every Lionel O ga. frt. car sent in good cond. Also need locos and equip. Ward E. Williams, 2809 Lynn, Lake Charles, La.

FOR SALE: Changing hobbies. Entire HO equip. Special for fast turnover. Thomas Coyne, 157 Main Ave., Portland, Me.

CORRESPOND: With anyone interested in 1900-1920 period railroading; would like to exchange notes and ideas. HO rails especially. David Ogden, 33 Linnaean St., Cambridge, Mass.

FOR SALE: Used Lionel "O" trains, access., trk, trans. Worth $325. Very good cond. Nearest bid to $225 gets them. Sell separately, stamp for list. Phil Maria, 4 Sunset Ave., Danvers, Mass.

WANTED: O ga. European cars in trade for book: "Notes on Track" by W. M. Camp, 1904. Pictures, plans, descriptions and maintenance around 1895-1900—1200 pages. Also catalogs: AF, Lionel, Marklin. Michael Cann, Parkridge Rd., Duxbury, Mass. (Keep 'em short. Ed.)

WANTED: AF catalogs—good cond. 2½, O, S ga., quantity, year, price. First letter. J. G. Collins, 127 Glendale St., Everett 49, Mass.

FOR SALE: 2 custom painted Great Northern metal Varney diesels, one single powered, one dummy, power unit needs work, $10. Mantua Booster, fair cond., $5. David Graham, 29 Stratford Ave., Pittsfield, Mass.

FOR SALE: Amusement park size steam train and track—suitable hobby or business — carries adults and children. Photos, details $1 (refundable). J. Murray, 33C Winthrop St., Rehoboth, Mass.

FOR SALE: Lionel O-27 locos 2037-55, frt. cars, sws., trk. Stamp brings list. Herb Gross, 34 Harold St., Sharon, Mass.

SELL OR TRADE: AF Pacific. 6 frt., pr. sws-automatic, any Plasticiville plus other access. Send for list. Arthur Goyette Jr., 217 Savoy Ave., Springfield, Mass.

WANTED: Penn Line 30 fr. High Side tender and any assortment of Penn Line loco parts. Have number of technical RR books, some Emp RR and Varney window caboose. S. R. Ickes, 24 Ledgewood Rd., Wakefield, Mass.

WANTED: HO Brill Rail Bus and Walthers Shuttle-Jack. Trade small steam engines, some cash. N. F. Schaberg, 15720 Minock, Detroit 23, Mich.

WANTED: HO traction equip., trolleys, Walthers Shuttle-Jack, Gas Electric etc. H. Keith Smith, 32 Hendrie Lane, Groose Pointe 36, Mich.

SELL OR TRADE: Ass't Varney stock, Revell Switcher, Varney Dockside, Athearn Hi-F GP-9, Pittman Bridegroom; all equip. like new. Want traction, Tenshodo or best offer. E. Schweer, 113 Hillsdale, Hillsdale, Mich.

FOR SALE: Complete HO layout. Five diesels, 3 steamers; 100 frt. cars; 300 ft. trk.; 25 switches. List for stamped envelope. H. A. Goddard, 515 E. Oxford St., Duluth 3, Minn.

FOR SALE: Bowser 4-8-2 Mountain kit with Scullen drivers $35. W. A. Small, 5701 Penn Ave., S., Minneapolis 19, Minn.

FOR SALE: 2 "O" ga. #736 Berkshire locos; #2020 steam turbine; #646 Hudson; 2026 Prairie. First $100 gets all these locos. Also large assortment of cars and access. Send self-addressed envelope for list. Lowell Foster, Caruthersville, Mo.

SWAP: Two diesels by Hobbyline (Road Engine and Switcher). Trade for Electric type locomotives. HO. James Zaitz, 4111 Chippewa St., St. Louis 16, Mo.

SELL: Varney Trainmaster set No. 53, like new, $30—no tracks. Oscar Stoos, 1548 O St., Lincoln 8, Neb.

SELL OR TRADE: Mantua Pacific and Varney diesel switcher, 4 wheel drive, $32. Consider trade for steam locos, not Switchers. All mail answered. Edward J. Bernard, Jr., 60 Union Ave., Little Ferry, N. J.

FOR SALE: Large complete "O" ga. railroad, whole or part, cheap. Theodore R. Failmezger, 125 Green Ave., Madison, N. J. (See RMC Dec. '55 "Green Hill" RR. Ed.)

WANTED: Bowser loco kits—Artic 4-6-6-4 and Mountain 4-8-2. Must be complete. Winton Artic loco 2-6-6-6 kit or built. Old editions of Locomotive Encyclopedia—Simmons Boardman. State price and condition. Russell Binert, 452 So. 13th St., Newark 3, N. J.

SELL OR TRADE: For HO Lionel '53 4-6-2, 5 freight, 2 pass., 4 switch, track, trans., op. cattle and milk, access. Worth $130. Best offer over $35. Call CO 2-4620 or come to 297 Concord Dr., River Edge, N. J. Peter McKenna.

SELL OR TRADE: Lionel No. 182 remote control magnetic crane, good cond.—in original box. $10 or HO old time loco or cars. Peter Brain, 1116 Bendermere Ave., Wanamassa, N. J.

SELL OR SWAP: O27 Lionel equip.; steam, diesel 10 frt. cars, 5 pr. switches, 100′ track, trans., Plasticville, etc. for Hi-fi or camera equipment. G. Blackhall, 311A Bch 73 St., Rockaway 92, N. Y.

TRADE: For HO brass engine. New 8 sect, 3″ each O ga. Bob Peare 3 rail flexible brass track and 3 switches three rail of the same. Walter Kosowski, 704 Vermont St., Brooklyn 7, N. Y.

TRADE: Want Winton Articulated, Athearn diesels. 2 Mantua Sharknose (matched) Varney Brute, Hobbytown Alco pass. diesel (6 wheel trucks). S. R. Lyttle, 658 Macon Place, Uniondale, L. I., N. Y.

SALE OR TRADE: O27 ga. tracks, trans., Hudson loco, oil, box, cab., Plasticville houses, etc. $20 or diesel Penn. engine and pass. cars, track, trans. Thomas Michalski, 167 Russell St., Brooklyn 22, N. Y.

SELL OR TRADE: Lionel 027 steamer 2-6-2, smoke and whistle, good cond. Reasonable or trade for GP-7 027 diesel. Robert Mandell, 492 Westminster Rd., Brooklyn 18, N. Y.

FOR SALE: Reasonably priced Lionel O ga. equip. Send for list. All letters answered. Konrad Oliver, Box 41, Rockaway Park 94, N. Y.

FOR SALE: Marklin HO equip., 45 sec. cr. trk, 61 sec. strt. 2 bumpers, terminal track, 0-6-0 tank loco, 2 flat cars. 278A trans., pr. electric sws., 3 pr. manual sws. All new equip. Best offer takes all. Ronal J. Orton, 1965th AACS sqd., APO 124, New York, N. Y.

TRADE OR SELL: Lionel 027 layout. 4 locos, oper. Cars-access., rc sws., uncpl. sects., tracks, frt. cars, 2 trans., misc. items. Sell or trade for HO. Angel Pastor, 71 E. 98th St., New York City, N. Y.

TRADE: HO Tenshodo #106/7 EMD FT diesel A powered (8 whls), B dummy. Lettered NYCRR. Want HO. Letters answered. Ralph Zirinsky, 50 Hickory Rd., Woodmere, N. Y.

WANTED: 44 ton switcher, body, HO ga. Also HO model of 1919-1939 vintage, small, pick-up truck, any cond. Or do you know where I can purchase them? Bill Cotrofeld, 410 2nd Ave., Albany 9, N. Y.

WANTED: RAILROAD MODEL CRAFTSMAN—Jan. 1953; April and May '55; March 56. Model Trains—May, June, July, Aug., Sept., Oct., Nov. and Dec. '48; Jan., Feb., March, April and Sept. '49. K. LaRoche, 235 Orange St., Albany, N. Y.

SELL OR TRADE: New HO equip.; built-up shifter, Ideal caboose, Gilbert Hopper, International box, snap-track, 2 pr. Roundhouse trks., Decals, Varney loco parts, Mantua sides. Value $33. Want any TT loco or $20. Justin Kahn, Attica, New York.

SELL OR TRADE: New Hobbytown E-7 2000 series A & B units. $25 or a Mantua or Penn Line steam. Reason for selling—steam pan. C. E. Dickman, 3330 S. Dixie Highway, Lima, Ohio.

WANTED: Lionel 2600 series O ga. pass. coach, Lionel Lamp posts #58, 64, 35 and 70 flood lamp, Lionel #115 city station. Robert Mahan, Box 171, Glenfield, N. Y.

WANTED: HO Berkshire loco, kit or assembled, suitable for Erie 3300. Write giving cond. in detail, and price. All replies ans'd. E. J. Dickson, 221 Vincent St., Hornell, N. Y.

FOR SALE: $300 worth HO equip. A-1 cond. English Varney, Marklin, Atlas. $125. Stamped envelope for list. Mrs. C. Follis, Box 470, Ithaca, N. Y.

WANTED: Old Lionel catalogues. Six wheel Pullmans. State price and condition. Ralp E. Bauerle, Jr., 14 Noxon St., Poughkeepsie, N. Y.

FOR SALE OR TRADE: Tru-Scale switches and kits to trade for Atlas snap switches or will sell. Want Kalmbach train album #17, locos of PRR. Al Hart, 43 St. Regis, So., Rochester, N. Y.

SELL OR TRADE: 9 locos (HO) Power Pack. Want Rollicord or Rolliflex Camera or Accessories or single lens Reflex 35 mm. Stamp for list. Frederick B. Bachand, 37 Cohoes Road, Watervliet, N. Y.

FOR SALE: Penn Line Locos. GG-1 RTR, $30. Decapod, RTR, $20. Pacific, unpainted, some boiler detail to be added, good running, $20. All inquiries answered. Wilbur C. Euscher, 256 Aurora Ave., West Seneca 24, N. Y.

FOR SALE OR TRADE: $200 worth of AF equip. and acces. 0-8-0 Switcher, new cond., $15. Write for list. Harry Rosenblum, Jr., 303 West Street, White Plains, N. Y.

SWAP OR SELL: HO, Penn Line, Pacific, Penn RR Consol. (custom built), 20 frt. cars, 3 pass., etc. All excel. Stamp for list. Want TT ga. locos car kits. Edward Pope, 279 Circuit Rd., Portsmouth, N. H.

TRADE: Stamp Collection; 250 foreign, for 1 good ready-to-run HO frt. car; 400 foreign, for one 027 or O ga. frt. car in good cond. Calt Simpson, 1911 Ward Street, Durham, N. C.

FOR SALE: AF S ga. equip.—3 engines, 2 pr. auto. sws., 3 man. sws., 2 trans., access., track, cars, etc. Knuckle coupler equipped. Value $275. What am I offered? T. W. Mulheim, 1428 McGregor, NW., Canton 3, Ohio.

FOR SALE: Pacific w/s, excel. cond., 6 frt. cars, track, trans., and monorail. Sell for $15. Ernest Bev, Jr., 1327 W. 78th, Cleveland 2, Ohio.

FOR SALE: HOn3 United Shay geared loco, excel. cond., unpainted, ready-to-run $35. Franklyn Doeninger, 10427 Detroit Ave., Cleveland 2, Ohio.

TRADE: 18 new nut-vending machines and old swords for HO or O steam locos. Write for details. A. Snare, Jr. Chatham Center, N. Y.

WANTED: Lionel and AF catalogs 1946-1950. Send price wanted. Robert Heffner, 194 Kleber Rd., Glenshaw, Pa.

SWAP: HO equip. for model airplane motors and kits. Also want back issues of Model Airplane News and Air Trails. William Schlapack, 2241 E. 35th St., Lorain, Ohio.

FOR SALE: HO AF Hudson freight, 8 plastic pass. cars, Electro Pack Sr. Penn Switcher, 200 ft. Br. Rail, Tru-scale Road Bed, 8 Tru-Scale switches, Mag. Rail spiker and access. New $80. William Busser, RR 1, Mason, Ohio.

WANTED: AF pre-war combine #521 and Pullmans #524 O ga. scale 3/16. State price and condition. Kenneth L. Cook, Mount Victory, Ohio.

FOR SALE OR SWAP: Books, HO ga. engines and cars, etc. Magic tricks. Telescope. Send for free list. Eldon Herr, 324 S. Walnut St., Orrville, Ohio.

SALE OR TRADE: Complete Lionel O & 027 ga. layout. #2032 Erie Diesel, #1615 switch engine, #2055 loco, 100 ft. track, #352 ice depot, 8 switches, complete Plasticville village, bridges, etc. Sell for $115 or trade for HO ga. Chuck Moorman, Route 1, Cushing, Okla.

WANTED: Train Albums of Railroad Photographs No. 17, Locomotives of P.R.R. State condition and price. Michael Krnac, Jr., 2020 Leishman Ave., Arnold, Pa.

TRADE OR SELL: AF Std. ga. including engine #4019 and cars #4040, 1 & 2 with track and switches. Also accessories. Trade for short wheel base HO equip. William Hoffman, 117 Ardmoor Ave., Danville, Pa.

FOR SALE: O ga. Lobaugh Berkshire $160; GMC Atlantic $100; 20 freight cars $100; Brass Rail, Switches, Machines & Power Pack $70. Entire lot $375. List for stamp. George W. Arnst, Cresco, Penna.

FOR SALE: RAILROAD MODEL CRAFTSMAN, Model Railroader, Trains, Lionel, Model Engineer and many other model and RR mags. Send your requirements. Sauder, 5641 Peach St., Erie, Pa.

SWAP OR SELL. 1 78 RPM Webcor Turntable use on Radio or TV hook-up and 10 Athearn assorted Streamlined Coaches for Penn Line E-5 or Penn Line K-4, all letters answered. D. C. Barr, 932 McKnight St., Reading, Pa.

WANTED: S ga. Nord consolidation or parts, S ga. S Pikes ten-wheeler or parts. Send condition and price. Larry Williams, 708 Church St., Saxton, Pa.

FOR SALE: HO Dual Pack $18, PSM Streamlined Trolley $9, PSM Brill Trolley $9, Pittman Bride & Groom set $9, Globe Diesel A unit w/plastic top $5, Ribbon Rail track cleaning car. All in excel. cond. Robert Barnes 555 W. Lindley Ave., Philadelphia 20, Pa.

TRADE: Varney EMD Switcher Lindsay power, 3 Varney pas. for Penn Line L-1, Varney dual F-3 for RDC, 3 SPDT mom. contact sws. $3, 4 Turbo-jet $4. 3 Athearn box $5. R. Harko, 9000 Tioga Ave,, Cleveland 5, Ohio. (Keep 'em short. Ed.)

FOR SALE: HO Varney Pacific, Bowser Articulated, Mountain, Penn Line, Mantua locos, 40 freight and pass cars, kits and built-up. Test run. Stamp for list. C. Sarne, 314 Greenwich St., Philadelphia 47, Pa.

SALE OR TRADE: Converse Trolley & Trailer, Standard and O ga. locos and cars. Want Lionel locos 384, 385, 390, 392; Dorfan #3930 loco; Catalogs before 1925. Carl C. Robinson, 7303 Hermitage St., Pittsburgh 8, Penna.

TRADE: Approx. $100 worth of HO trains, engines, and access. Trade for a used tenor sax. All replies answered. Win Swarr, Box 173, Rahns, Pa.

WANTED: Lionel pass. cars #2600 series in good cond., reasonably priced, quantity ¼″ steel rail in 3 ft. lengths. W. R. Oles, 833 W. College, Ave., State College, Pa.

SALE OR TRADE: 1946 Packard 4 door sedan—radio, heater, overdrive, new tires, good cond. $99 or equal value HO Mantua locos, steam. Rhode Island area. Roy R. Dunten, 4 Roosevelt St., Wickford, R. I.

FOR SALE: Unused Fleischmann track, 6 pr. elec. switches, over 250 track—st. & 24″ ra. curve, elec. uncplrs., bumpers, crossings and track terminals. $150 worth for $75. Capt. John H. Hallecy, Wheeler Ave., Rt. 9, North Charleston, S. C.

FOR SALE: 027 Lionel, #2026 engine, smokes, whistles, gondola, refrig., oil, illum. caboose, O ga. track, 10 pcs. strt., 16 giant pcs. curved, 115 volt trans. 60 cycles. Rotary beacon, RR blinking sign. Highest bidder. Richey Stone, 7420 Catalpa, El Paso, Texas.

WANTED: Trains—bound volumes one to five. Standard ga. locos, cars, etc. State cond. and price. Will trade for new Lionel. D. E. Sperry, 214 M St., Salt Lake City 3, Utah.

TRADE OR BUY: Want Nason OO ga. Reading consolidation loco kit or Pa. Atlantic kit for Scalecraft SP Pacific loco. Need Scalecraft auto and wood roof pass. coaches. O. A. Parris, 1019 13th St., Bremerton, Washington.

PASSES EXCHANGED

GOONEE MOUNTAIN LINES: James Stella, 6638 W. 26th St., Berwyn, Ill.

LITTLE RHODY RAILROAD LINE: Joseph P. Sullivan, 87 Willett Ave., Riverside, R. I.

GLENDOWIE SOUTHERN RAILROAD: G. H. Strange, 24 Whitehaven Rd., St. Heliers Bay, Auckland E-1, New Zealand.

PORT STANLEY & PLAINS RR: Stan Trzoniec, 2237 Elizabeth Ave., Scotch Plains, N. J.

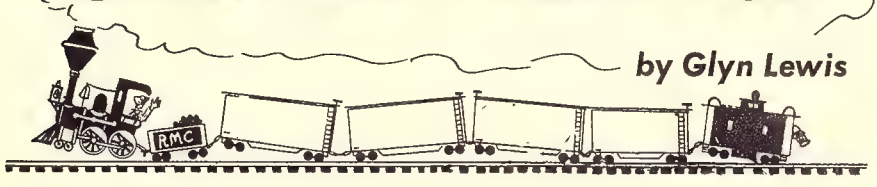
LATROBE VALLEY RR: Ern. Raddatz, 25 Pelham St., Ethelton, South Australia.

JERSEY DANGEROUS MOUNTAIN RAILROAD: Charles W. Mountz, 9 Shelburne Dr., Trenton 8, N. J.

Cross kit 2-8-0, built by Lawrence Reid, of Oklahoma, using an MDC Atlantic boiler fitted to a cut-down Mantua Mikado mechanism. The boiler was trimmed slightly for better proportion and it was necessary to trim the firebox. Says Reid, "It's a funny thing but all of these mavericks run like scalded dogs. Maybe it's the extra care that goes into them." It's certainly a nice way to get different looking power.

A Revell tugboat tied up at a wharf on Glyn Lewis' Hudson & Manhattan RR, in a scene typical of any large waterfront area. Many of the marine fittings shown are available in hobbyshop ship departments.

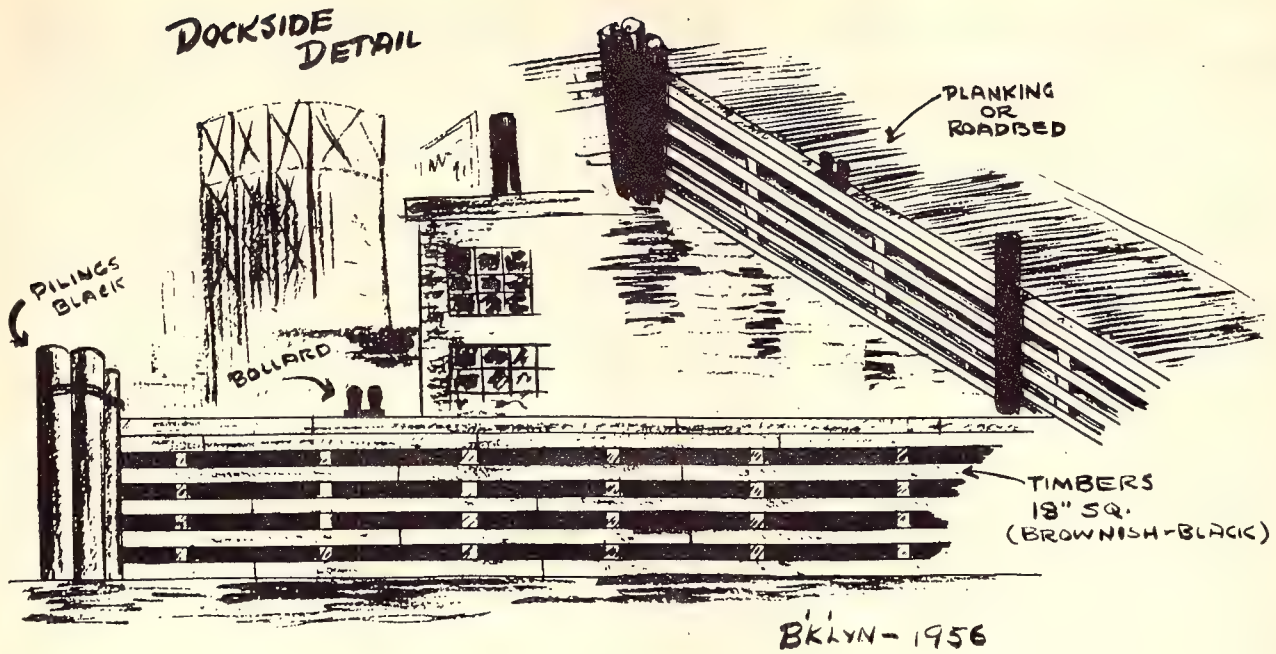
OFFN THE TABLE TOP



by Glyn Lewis

NOTES AND NEWS ON TT GAGE

Waterfront areas are rarely attractive in the scenic sense but they do have an atmosphere that can be very appealing to the modeler.



DURING the past few months we received a number of letters asking more about the dockside scene we showed last October. Your wish is our command (the editor wished he had your power . . .) so we here tell you a bit about the waterfront on the HUDSON & MOHAWK RR.

We could start off by telling you that most of it was made from the "scrap box". However we feel that this is cheating, since maybe your scrap box isn't as full as ours. You can certainly lay your hands on the materials easy enough. Ours is built up of a little bass wood, mostly balsa. Why balsa? Because it looks older and more weathered when "aged" and painted.

You will note that we have printed on this page a rough sketch . . . Our pockets are usually filled with these, on odd bits of paper, backs of letters, etc. When we see something that we feel might some day be good on the layout we make a rough sketch with notes as to size, color, etc. Of course we could take a photo, especially in color. This would be handy, but also expensive, so we rough it out with a pencil. This particular project is a simple one but still when you get started it's nice to have notes to refresh the memory. The dock is made of cribbing, that is a box of heavy timbers as shown. We used ⅛" square balsa. You'll note that it is built up with one timber at right angles to the other. Simple eh? About every 30' or so there was a heavy piling, we used a piece of ¼" dowel. Detail is the ingredient that "makes" this project "live". A tip . . . hammer the top of the dowel before cementing it in place, this gives it the look of having been driven in with a pile driver. Along the top of the cribbing must be some sort of flooring. This can be planking or as in ours it is a roadway surfaced with asphalt. Along the edge of the dock should be a timber (⅛" sq.) To this at intervals of about 40' should be installed bollards, or "hitching posts" for boats. These are available in the model ship dept. of your hobby shop. Around the pilings and binding them together should be a representation of steel cables (we used thread.) The whole dock should appear as if it had once been treated with creosote. Like a new railroad tie, this would of course be black. Not wanting ours to appear new, we used a mixture of roof brown and black, in some spots we worked in some oxide red. Floquil was used throughout.

At present we are working on a building to be installed at dockside, **CLARKE'S SHIP SUPPLIES.** In order to give this area a bit of "character" we again visit our friends in the ship dept. and get some cast anchors, lifeboats, propellers, etc., which are scattered about painted with streaks of rust to add that touch of realism. As you know, we tied the Revell tugboat up to our dock. You might have a barge, scow, fishing boat, etc. (If you are an HOer, use the Pyro tug, which is somewhat larger.) On this page we have a photo of the over all view of the H&M's dock section (area shown is about 3'). The close up of the tug shows how we tie up. So, good luck with yours. We hope this will be of some help to you. But nothing beats observation, so next Saturday, mosey down to the river, canal, or waterfront in your area. We think you'll be inspired to work this type of activity in on your pike. Of course ours is only scenic, and you may want to run a siding along the dock, perhaps even have a loading or unloading operation with barges.

Next month we hope to do a picture article on laying wood roadbed . . . A new trackage system is on the way in TT, code 70 rail stapled to fiber tie strip, to be manufactured by Mr. Howard Le Van, Jr. of Harrisburg, Pa. More on this at a later date.

Cherio— Glyn.

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ALONG THE TINPLATE TRACK

Along The Tinplate Track appeared in Railroad Model Craftsman over a period of 14 years. Since they constitute such a rich source of material for anyone interested in tinplate or collecting, we have prepared this all time index. The series was written by Louis H. Hertz.

All Time Index

Issue	Subject
Aug 37	The story of tinplate: Part I
Nov 37	The story of tinplate: Part II
Dec 37	Live Steam indoors
Jan 38	Along the tinplate track. First column
Feb 38	6 wheel drive and new products
Mar 38	Early tinplate. Lionel history. O and Std.
Apr 38	HO tinplate. AF history
May 38	Tinplate track gauges, history and tables of
Jun 38	Toy Fair releases. Knapp HO
Jul 38	New releases: Lionel, AF, Trix, Marklin, Hornby
Aug 38	Trix Many-Ways station. Strasburger catalog 1880. Ives to 1910
Sep 38	French Trix. Ives after 1910
Oct 38	Choice of gauge. 2 or 3 rail. More on Ives
Nov 38	Relaying tinplate track. Live steam. Tinplate trolleys. Ives
Dec 38	Dorfan toy trains
Jan 39	Dorfan firsts. European tinplate lines
Feb 39	Trix Twin HO. Tinplate track. Dorfan illustrations
Mar 39	Tinplate statistics. Rubber track. What is tinplate. Trolleys
Apr 39	Scale vs tinplate. Trade marks (Europe). Making trains
May 39	Hoge Mfg Co. Standardization. Making the trains
Jun 39	Toy Fair releases. AF, Bassett-Lowke, George, Hafner, Knapp
Jul 39	1939 Lionel line. Car finish. 2-rail system. Electric locos
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Sep 39	Tinplate catalogs; their effect
Oct 39	Catalogs, duplication of catalog numbers. Numbering
Nov 39	The tinplate hobby
Dec 39	Lithographed cars. Tinplate nomenclature. Car type names
Jan 40	Carlisle & Finch
Feb 40	How to estimate power needs
Mar 40	About standard gauge. Popularity. Electric locomotives
Apr 40	Gargraves track. Motor lubrication. Searchlight car
May 40	Advance Toy Fair news. Ives sample. Old Lionel. Lionel trains
Jun 40	First authentic Gilbert-American Flyer information
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Sep 40	Scale Lionel O gauge freight cars. 150 series, original 700
Oct 40	Lionel scale O gauge. Standardization
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Feb 44	The Ives Story: Part I
Mar 44	The Ives Story: Part II
Apr 44	Wm. Haberlin of Ives. Mfrs Showrooms
May 44	Tinplate collections. Chas Silliman of Ives
Jun 44	Jerome Secor, of Secor and Ives
Jul 44	The Blakeslees enter the Ives pictures
Aug 44	Men of Ives
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Oct 44	French tinplate. Lyon. Rapide. JEP
Nov 44	American Flyer history
Dec 44	The first American Flyer electric trains
Jan 45	Schnibbe's jingles for Ives
Feb 45	Production problems. Early manufacturing
Mar 45	Tin Train Makers. Merriam. Others
Apr 45	Live steam by Beggs, Bing
May 45	American Miniature Railway Company
Jun 45	Cast iron trains. Ives, Hubley, Grey Iron, etc.
Jul 45	Cast iron trains. Wilkins, Carpenter. Weeden steam
Aug 45	On the trail of the Ives Company Again
Sep 45	Early electric trains. Knapp, Carlisle & Finch, Howard
Oct 45	Hand made samples. Lionel, Ives, Dorfan, AF
Nov 45	Buffalo Model Co., Chicago Mini. Ry. Co., TEC, Delker
Dec 45	Dayton Dinky, Aero Monoral, Leland Detroit
Jan 46	First Lionel trains
Feb 46	Model elevated railroads. Hubley, Ives, Althof-Bergmann
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May 49	Oddities Of Tinplate

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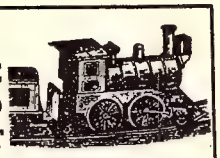

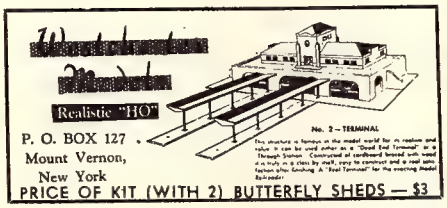

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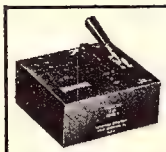
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Issue	Subject
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Sep 49	Marklin American Types Summary
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Feb 50	Discussion American Flyer Wide Gage
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Apr 50	No. 2 Gage Trolleys—Part 1
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May 51	Circus Trains In Tinplate
Jun 51	The Unusual Of Yesteryear
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Aug 51	Sequence Reverse History
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Oct 51	The Streamliner Era In Tinplate
Nov 51	Clockwork Trains Of Yesteryear
Dec 51	The Golden Age Of Tinplate In America

As this is written, a number of these issues are still available from our Back Issue Department, as you can determine from the Publisher's advertisement listing available back issues which appears elsewhere in this issue. The publisher regrets he cannot enter into any additional correspondence concerning these articles.

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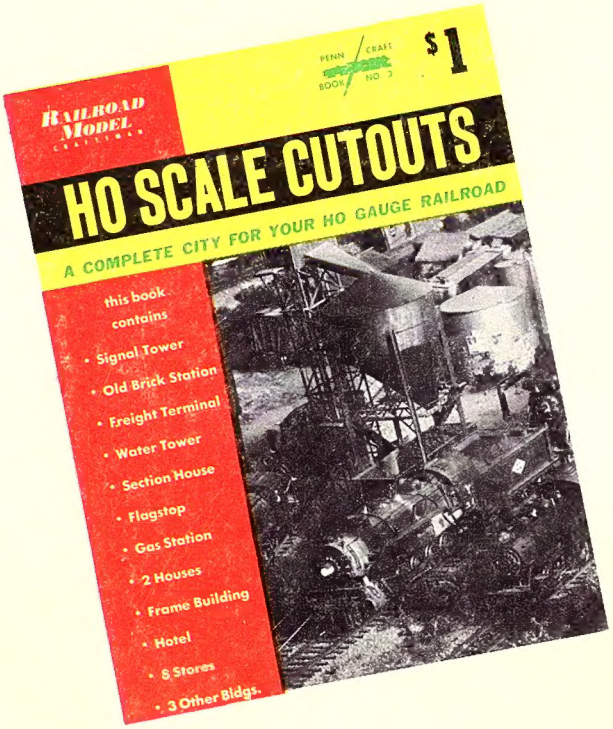

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